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No. 9 FEBRUARY 1955

The Official Newspaper of the Portsmouth Command

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NEW MIDGET SUBMARINE



[Photo: Evans Jones, Dorchester]

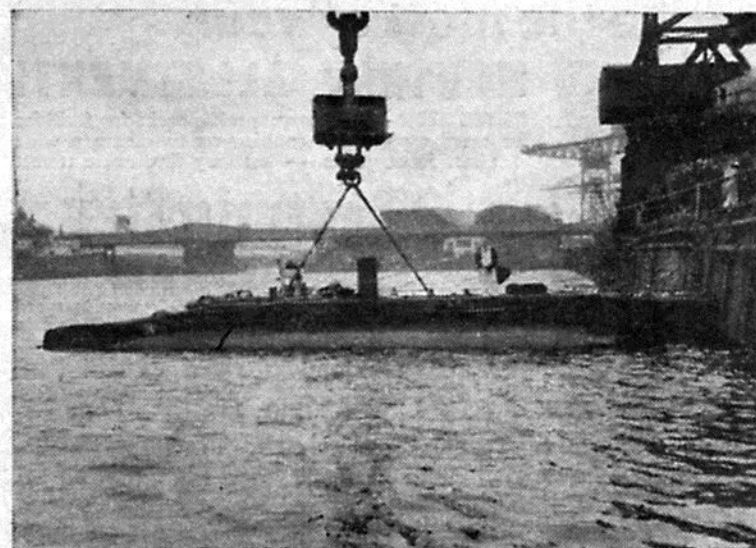
H.M.S. Stickleback

The first of the new and improved small submarines which the First Lord of the Admiralty, the Rt. Hon. J. P. L. Thomas, M.P., said in his Navy Estimate speech would come into Service this year, is completed and was launched at the Barrow-in-Furness yard of Messrs. Vickers-Armstrong Ltd.

Designated the X.51, she is a boat of nearly 54 feet in length and is propelled by Diesel and electric machinery, the prime mover being by F. Perkins Ltd., of Peterborough. She will have a complement of five.

The Board of Admiralty has now decided to give the names of the smaller denizens of the waters to this new class of small submarine, and the X.51 has been named the Stickleback.

The second of these to be completed, the Shrimp, was launched on December 30. These boats are being built for training and trials purposes.



Unusual method of launching used for H.M.S. Stickleback!

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Drafting Forecast

Commissioning Programme for
Next Six Months

FOR GENERAL SERVICE (all ships commissioning at Portsmouth).

April 13: H.M.S. Scorpion (Mediterranean/Home Fleet); H.M.S. Wrangler (Mediterranean/Home Fleet); H.M.S. Wakeful (Mediterranean/Home Fleet).

May: H.M.S. Morecambe Bay (Home Fleet/America and West Indies).

July: H.M.S. Bigbury Bay (Home Fleet/America and West Indies); H.M.S. Loch Fada (East Indies/Home Fleet).

September: H.M.S. Saintes (Mediterranean/Home Fleet).

FOR FOREIGN SERVICE

February 23: H.M.S. Newfoundland (Far East), Commissioning at Portsmouth.

July: H.M.S. Comus (Far East), Commissioning at Singapore.

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PORTSMOUTH Navy News

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EDITORIAL

LAST MONTH a party of six M.P.s visited B.A.O.R. in Germany, to see for themselves welfare facilities, to investigate troops' grievances, and in particular to interview National Service men. Of the latter they said: "We were all impressed by the efficiency of these National Service men."

In this issue of NAVY NEWS we are proud to give pride of place to National Service in the Royal Navy as our main feature. Like the M.P.s, we are impressed, not only by the efficiency of these National Service men, but also by their keenness and enthusiasm for the Service. We feel that it is important that this enthusiasm should be kept alive, and, recognising this fact, the Admiralty are doing all in their power to send these men to sea. This is admirable, but not sufficient in itself, and NAVY NEWS feels that a deeper understanding of the problems of these young men must be cultivated by those of us who make up the Regular Service.

These National Service men are an integral part of the Royal Navy. We must therefore do everything we can to increase their efficiency and enthusiasm while they are with us, and thus ensure their good will when they return to civilian life.

NAVY IN PARLIAMENT

Japanese Fishing Vessels (Siberian Coast)

ON DECEMBER 22 the First Lord of the Admiralty was asked why vessels of the Royal Navy have been instructed to protect five Japanese fishing fleets, manned by Japanese crews, during fishing operations off the Siberian coast next year. The First Lord replied "No such instructions have been issued." On being asked if a categorical denial to the rumour which has been published and displayed in one of the most responsible fishing newspapers, could be given, the First Lord replied: "I hope that the answer I have given this morning will be a sufficient denial. Not only have no instructions of this kind been issued, but we do not intend to issue such instructions in the future."

Aircraft Carriers (Design)

The First Lord of the Admiralty was asked to what extent his technical advisers have studied the design of aircraft carriers built for the United States Navy; and what account he takes of such designs in assessing design requirements for aircraft carriers for the British Navy; also whether his technical advisers have studied the design of the latest aircraft carrier built in the U.S. which is estimated to have cost £70 million, and for an assurance that he will not adopt any such design as that for the British Navy. The First Lord replied: "My technical advisers keep in close touch with those of the United States. Frequent discussions take place, and the development and design of aircraft carriers and their equipment takes account of the best features available from either Navy within the limits of the resources available."

"I do not propose to tell the hon. Member what our building programme is. The Estimates will tell

him. I think I can fairly safely give an assurance that we are not likely to build carriers such as the one he has mentioned, the 'Forrestal', but in our carrier programme we are in the forefront of all countries, both in development and design, I am glad to say. Costly though the 'Forrestal' was—and we had not to pay for it—I am glad to say that it included such British developments as the angled flight deck and the mirror deck-landing device."

H.M.S. Mauritius—Accommodation

In answer to a question as to the normal full complement of H.M.S. Mauritius, how many officers and ratings are at present accommodated on board, and whether he is satisfied that accommodation is adequate and feeding facilities are satisfactory, the First Lord replied:

"H.M.S. Mauritius has normal accommodation for 690 officers and men. 551 are fully accommodated on board and they are not overcrowded. There are a further 267 men attached to the ship who take their midday and occasionally other meals on board. Because of repairs there has recently been a certain amount of congestion at midday meal-time but this should improve shortly."

Garrison Church, Gosport

The First Lord of the Admiralty was asked if he is aware of the impending closure of the garrison church attached to the Royal Naval Air Station, Gosport, by reason of the withdrawal of the Naval chaplain; if he is aware that this church, established some 80 years, is possessed of civilian endowments and serves a civil as well as a Naval population; that the Service population in this area will not be diminishing on the closing of the aerodrome; and if he will make provision for the continued functioning of this church in the New Year, notably in respect of its widely-attended Sunday school, either by the appointment of a Naval chaplain or by arrangement with the Church of England authorities; to which question he replied:—

"I am aware of this problem, and the Chaplain of the Fleet is at present in correspondence with the diocesan authorities about the best way of solving it."

Housing, Portsmouth

The First Lord gave the following reply to a question about the number of houses and flats built in Portsmouth for officers and ratings each year between 1946 and 1954:—

"No married quarters were built in the Portsmouth area between 1946 and 1954 except 16 for officers and 62 for ratings at H.M.S. Dryad. Under the home ports programme authorised last year 1,550 houses and flats for officers and ratings are to be built in the Portsmouth area, and completions will begin towards the end of 1955."

A.F.O.s. of Interest

A.F.O.s. MARKED with an asterisk are published for display on ships' company notice boards.

Duty Free Tobacco

A.F.O.3373/54 made it clear that entitled smokers serving on the first day of a month in a ship subsequently upgraded from category III to category I or II or restored to the full privileges of either of the latter categories on completion or refit, may be given, in addition to the three red coupons originally received for the month, the balance of blue coupons on the proportionate scale set out in B.R.1990.

Ear Defenders

A.F.O.3388/54 stated that it has now become clear that in some cases permanent damage to hearing may result if ear defenders are not worn when noise in a compartment exceeds a certain value and personnel have to remain in that compartment for a considerable time. As a practical guide ear defenders should be worn when the noise in a compartment is such that orders have to be shouted at a distance of 2 ft. and normal speech cannot be heard.

National Family Allowance During Service Overseas

*A.F.O.3390/54 pointed out that officers and ratings serving abroad who are joined by their families under private arrangement for periods of less than six months are not entitled to overseas family allowances from Naval funds. Their entitlement to the National Family Allowance in the United Kingdom is however retained for the period of their absence. Arrangements can be made with the local office of the Ministry of Pensions and National Insurance for the National Family allowance to be paid to a nominee in the United Kingdom during the family's absence abroad, or for it to be retained by the Ministry of Pensions and National Insurance and collected on return to the United Kingdom. Officers and ratings whose families are likely to join them privately for periods of less than six months are therefore advised to inform their wives that prior to their departure from the United Kingdom they should make suitable arrangements accordingly.

Specialist Qualifications on Re-Entry on N.C.S. Engagements

A.F.O.3396/54 pointed out that from the date of this order resumption of Instructor and other specialist qualifications by men re-entering on Non-continuous Service Engagements after a break in service will require men to re-qualify. Ratings at present serving on N.C.S. engagements will retain any specialist qualifications already resumed as a reserved right under the old regulations. This reserved right will operate only for as long as service

remains continuous and will lapse as soon as there is a break between engagements.

Increase of Ration Allowance

A.F.O.23/55 announced the increase of ration allowance from January 1, 1955 to 4/6. Consequent upon this increase the scale of charges to be made for casual meals taken in general messes by ratings in receipt of ration allowance is as follows:—

	s.	d.
Breakfast	...	1 1
Dinner	...	1 10
Tea	...	6
Supper	...	1 1

Examination—Officer of Customs and Excise

A.F.O.26/55 announced that the Civil Service Commissioners offer opportunities for officers and men to compete in open competition for about 75 appointments as Officers of Customs and Excise in the Customs and Excise Department. The written examination will be held from May 10-13, 1955. Application forms and regulations will be obtainable on application, about the end of January, to the Secretary, Civil Service Commission, 6, Burlington Gardens, London, W.1.

Leave to Countries Outside the United Kingdom

A.F.O.82/55 referred to the Domcol Free Travel Scheme, i.e. free travel on leave to countries outside the United Kingdom for unmarried personnel in the Navy who joined the Navy from countries abroad, who may provided they continue to have their permanent homes in the country from which they came be granted free leave travel to their homes subject to the rules set out in the A.F.O. The "Domcol" Scheme does not normally apply to a wife who on marriage becomes eligible to all the family benefits covered by the regulations, i.e. removal benefits, family passages etc. and the wife will be able if she so wishes to join her husband abroad from time to time during his service career.

Free Passages for Families of Naval Personnel Serving Abroad

A.F.O.85/55 gave a list of ships in which service at present carries entitlement to family passages by reason of their being based on a fixed port abroad.

Private Effects, Loss or Damage During Transit—Insurance Facilities

*A.F.O.89/55 stated that compensation is not normally allowed in respect of private effects which are lost or damaged during transit even though they are being conveyed at public expense, unless the loss or damage is due to the neglect of an Admiralty employee.

It is appreciated that it may not always be possible to obtain redress from the Railway Authority, Shipping Company, etc., responsible for the loss or damage and therefore arrangements have been made to assist officers and ratings in insuring their property during transit. Details of the scheme are given in the A.F.O. Any officer or man wishing to insure his private effects in transit should apply in person to the nearest Naval authority giving as much notice as possible before the effects are to be sent.

Transfer to the Physical Training Branch

A.F.O.92/55 stated that ratings wishing to transfer to the Physical Training branch must first make application to transfer to the Seaman Branch.

R.N. Scholarship Scheme

A.F.O. 153/55. The closing date for the receipt of application for the R.N. Scholarship Scheme is February 15, 1955. The awards from this competition will be made in September, 1955, to boys born on or between May 2, 1939, and September 1, 1939.

Gold Badges

A.F.O.156/55 announced that gold badges which have already been restored to the compulsory kits of Chief Petty Officers and confirmed Petty Officers are now to be restored to the compulsory kits of Acting Petty Officer and Leading Rates for wear with best blue uniform suits. The A.F.O. gave details of the effect of the revised arrangements on clothing gratuities and arrangements for the initial free issue of gold badges.

LETTERS

ONE OF the most exciting moments in a commission overseas, in fact in any commission, ashore or afloat, is the arrival of mail on board. Few are there in any Mess who do not drop whatever it is they are doing and cluster round the Mess Sweeper, or whoever it may be who is acting as Postie, to see what good fortune they have in the mail. Envious eyes are cast at that lucky chap who gets a fistful . . . sometimes, even unpleasant things are said about him . . . and commiseration is offered to that chap who "hasn't heard from home for the last two weeks . . . you'd better slap in about it . . . go and see the Parson and see what he suggests . . ." And a pathetic story it usually is, resulting in a signal to Combrax "X" asking for enquiries to be made, or else it results in a little heart-searching talk . . . "When did you last write home?" . . . "was it a kind letter?" . . . Oh, you ticked her off did you . . . what did you say in the letters? . . . Ah well, no wonder she hasn't written . . . oh yes, I know you didn't mean it and that you were feeling mad at the time but all the same, you should sleep on things like that before you fly off the handle . . . look if I were you, I'd sit down and write off a 'love-letter' to her, and if you can spare it, slip a little something in as a present . . . women are never in the wrong in their own estimation, you know, and it's up to you to make the peace move" . . . "Yes, I'll do that Padre, thanks a lot . . ." And then a few days later . . . "Oh, Padre, I've had a letter . . . it's all right . . . and we're going to have a kiddie . . . I feel on top of the world!" . . . and

the look of blessed relief on that chap's face is reflected in the general happiness of the whole of his Mess.

You know, letters are terribly important things, but they can be carelessly worded and very often, the non-receipt of one may be due either to an unforeseen accident, or possibly to one's own carelessness. The chap who gets lots of letters is the chap who writes lots, and moreover, who takes a great deal of care and gives a deal of thought to what he is writing and, what is more important, writes regularly. A married man is a wise chap who writes daily, even though there is no collection on board because the ship is at sea. Writing becomes not a labour, but a beloved conversation between the writer and the loved one . . . and letters can become real conveyors of thoughts from heart to heart.

That's prayer, chaps . . . it works like that; and the keynote of the whole thing is REGULARITY . . . as you write regularly so that the correspondence becomes a real conversation, so pray regularly, so that your prayers become a real relationship between you and your Father . . . and as far as receiving answers are concerned . . . Jesus said . . . "For every one that asketh receiveth; and he that seeketh findeth; and to him that knocketh it shall be opened." Matt. 7.8.

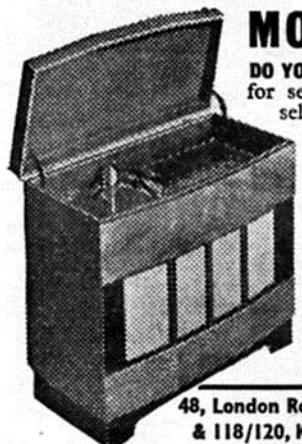
. . . And there is a blessed consolation when you daily can say . . . "I've heard from home today . . .", for our true home is in Heaven.

Bless you,

Clifford Davies.

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HELICOPTER RESCUE

The Royal Navy gets New Apparatus



The scoop net has been lowered from the helicopter and has scooped the man out of the water

NEW APPARATUS to improve the means of rescue by helicopter has been developed by the Royal Navy in the form of a scoop net.

Since helicopters became air/sea rescue craft, the Navy's method of lifting persons from the sea has been by means of a strop which is lowered and then secured round the waist, either by the persons themselves or by an aircrewman lowered to assist them.

The use of these methods has resulted in the saving of many lives, both of Service airmen who have crashed into the sea, and seamen and civilians in distress. The only survivor from the South Goodwin Light Vessel was rescued by means of a strop lowered from a helicopter. Many pilots who crashed or forced landed behind enemy lines during the Korean war were also rescued by this method.

While the existing methods of rescue normally work well, there are disadvantages. People struggling in the sea often cannot help themselves, and suspension in mid-air is frequently a completely new and terrifying experience for them. There is the added disadvantage that if a badly injured person is lifted by a strop, further injury may be caused during the lift.

The Scoop Net

In an endeavour to overcome some of these disadvantages, the Search and Rescue Unit at the R.N. Air Station, Ford, in Sussex, designed the scoop net and produced prototypes on the station for trials. The net is capable of scooping a person out of the sea as a helicopter moves overhead at walking pace. It is available for general Service use and is being supplied to aircraft carriers and Naval

Air Stations at home and abroad.

The scoop net is extremely simple: a rope net is attached to a tubular frame which is in the form of a D. The D frame is lowered face downwards into the water and is stabilised by a drogue. It is secured to a spacer bar by four cables and operated by a single cable from the helicopter's winch.

When not in use the net is secured alongside the cockpit of the helicopter and does not impede the progress of the aircraft. It is lowered into the sea as the aircraft is advancing at a speed of about five knots and a height of about 25 feet. When in position for a pick-up the face of the D is submerged and the arc of the letter remains above water.

The helicopter is then navigated to bring the scoop net into line with the person to be rescued and is trawled through the water until the person is drawn into the net. The net is then hoisted alongside the cabin of the helicopter so that the person can either be assisted into the aircraft or, if badly injured, allowed to remain undisturbed in the net until the helicopter returns to base.

American Interest

During trials in the English Channel—some of which were witnessed by American Service authorities, who have shown considerable interest in the apparatus—oil drums were at first used as dummies. Now 100 "live" pick-ups have since been successfully carried out, the rate of pick-up in some cases being as high as ten or twelve persons within twenty minutes. Some of those "rescued" have described their experience as "a comfortable ride".

While the new method will not replace those methods already in use, it is considered that the scoop net is definitely the right approach to the problem of rescuing injured or unconscious people from the sea, but it will be impossible to use this method when there is wreckage near the person to be rescued.

The scoop net was invented by the Commanding Officer of Air/Sea Rescue Unit at Ford, Lieutenant-Commander John Sproule, R.N., who entered the Royal Navy as a Volun-



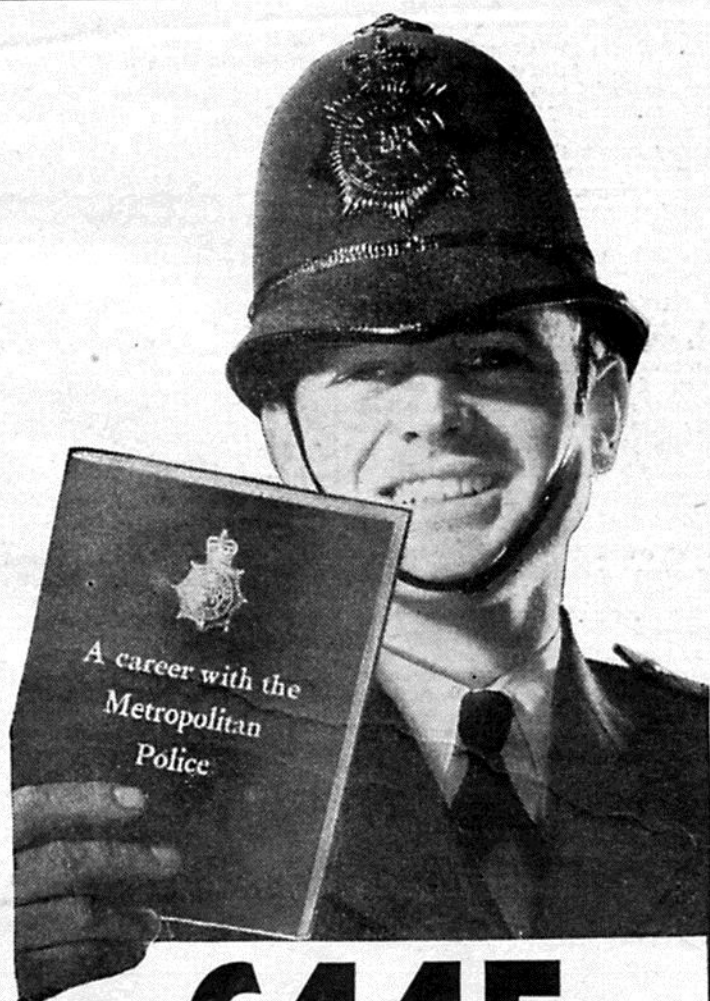
The scoop net alongside the cabin of the helicopter with the man strapped inside

teer Reserve in 1940, having formerly been employed in the aircraft industry. The development and trials of the device have been carried out by him in conjunction with other members of this rescue team, consisting of Lieutenant J. Walden, R.N., second pilot, whose home is at Village Road, Alverstoke, Hants; Chief Petty Officer

Aircrewman Stewart Lock, who won the D.S.M. for his part when a member of the crew of a Barracuda aircraft which bombed the German battleship Tirpitz in Trondheim Fjord, and now lives at Selsey Avenue, Gosport; and Leading Telegraphist R. J. Tomkins, whose home is at The Vista, Eltham, S.E.9.



Search and Rescue Unit at R.N.A.S. Ford. L./Tel. Tomkins, Lieut.-Cdr. J. S. Sproule, Lieut. J. Walden, C.P.O. S. Lock



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W.R.N.S. NOTES . . .

Director W.R.N.S.

THE DIRECTOR W.R.N.S., Commandant N. M. Robertson, C.B.E., Hon. A.D.C., paid her first visit to Portsmouth, Monday, January 24, 1955, since her appointment as Director W.R.N.S.

She called on the Commander-in-Chief, Admiral Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., on the Flag Officer Air (Home), Sir John Eccles, K.C.V.O., C.B., C.B.E. and on the Commodore, Royal Naval Barracks, C. L. G. Evans, C.B.E., D.S.O., D.S.C.

Return of H.M.S. Wren

The return of H.M.S. Wren on Monday, January 24, 1955, marked a memorable occasion for the W.R.N.S.

H.M.S. Wren was launched August 11, 1942 by Dame Vera Laughton Mathews, D.B.E., who was then the Director of W.R.N.S. Dame Vera accompanied by Chief Officer S. H. Broster were on the jetty to welcome the ship home after eight years' service in foreign waters.



Dame Vera Laughton Mathews being received by the Commanding Officer, H.M.S. Wren

While H.M.S. Wren was under construction a voluntary collection was made throughout the Women's Royal Naval Service when the sum of £4,203 was raised and given towards the cost of building this ship.

The cost of the Sick Bay equipment was subscribed to by the relatives and friends of the 22 Wrens whose lives were lost at sea on August 19, 1941. They were passengers in s.s. Aguila on their way to serve in Gibraltar. A plaque in remembrance of these Wrens can be seen above the Sick Bay door.

Benevolent Trust

The Annual General Meeting of the W.R.N.S. Benevolent Trust will be held on Wednesday, February 9, 1955, at 1700 in the Duchess of Kent Barracks (by kind permission of the Commodore, Royal Naval Barracks). The Commander-in-Chief, Admiral Sir George Creasy will preside. The

Speaker will be Miss A. McNeil, C.B.E., Superintendent W.R.N.S. (Rtd.).

Both serving and ex-Wrens will be most welcome at this meeting.

Red Cross Fair

A Grand Fair in aid of the Red Cross is to be held at the South Parade Pier on Thursday, March 3, 1955. Lady Creasy, wife of the Commander-in-Chief, Portsmouth, has very kindly undertaken to be responsible for the Services Stall, and has appealed to the W.R.N.S. in the Portsmouth Command for their help in providing gifts for sale on her stall.

The Services Stall will sell lingerie, baby and children's clothing, knitted goods of all kinds, scarves, aprons, hot water bottle covers, needle cases, guest towels, tray cloths and all types of table linen and embroidery.

Gifts for this stall will be most gratefully accepted and should be handed to W.R.N.S. Unit Officers.

Royal Tournament, 1955

As in previous years, the W.R.N.S. will be taking part in the Combined Women's Services 'hoops' display in the Royal Tournament at Earl's Court in June, 1955.

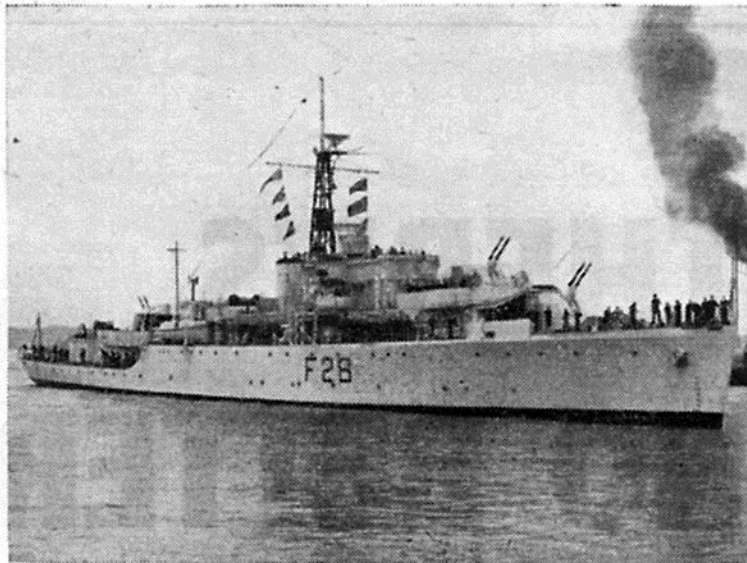
The W.R.N.S. team will consist of one W.R.N.S. Officer, six Chief or Petty Officer Wrens and 42 Leading Wrens or Wrens and three reserves. They will be selected volunteers from all establishments.

Volunteers must be between 5ft. 3in. and 5ft. 6in. in height, of good bearing and appearance and possess a sense of rhythm. Volunteers should apply to their Unit Officers.

Members of the W.R.N.S. first took part in a similar display towards the end of the First World War, when Miss Wally, Deputy Divisional Director W.R.N.S., started P.T. classes in Pitt Street, Portsmouth. At this time she was asked to take a selected number of officers and ratings to Olympia to compete in a Drill Competition against the other Women's Services in the Navy and Military Tournament.

W.R.N.S. Officers

All personnel in H.M.S. Victory will be very sorry indeed to say good-bye to Second Officer J. M. Witney who leaves at the end of January after two



H.M.S. Wren

years as Senior Divisional Officer in R.N. Barracks. She will be much missed and our good wishes go with her in her new appointment with the W.R.N.V.R. Division in Newcastle. In her place we welcome Second Officer M. A. Eunson from H.M.S. President.

Second Officer (Ce) M. R. Kingsnorth has been appointed to H.M.S. Mercury and will be relieving Third Officer M. H. Lawder.

Rifle Shooting

The Women's Service Rifle Match is to be held in the 22 Range, R.N. Barracks, on Monday, February 14, when the W.R.N.S. team will endeavour to retain the cup which they have now held for six out of eight years. Captain W. F. H. C. Rutherford, D.S.O., Chairman of the R.N. Rifle Association has kindly consented to present the cup.

Children's Parties

H.M.S. Collingwood: Parties were held on December 18, 20 and 21, 1954. About 400 children attended on each occasion. The assistance given by the many W.R.N.S. rating volunteers was much appreciated.

Royal Marine Barracks: W.R.N.S. ratings helped with the Children's Party held in the Sergeant's Mess on December 18, 1954, and also at the

Women's Section FRIENDLY WIVES

H.M.S. VERNON BRANCH

THE H.M.S. Vernon Branch of the Royal Naval Friendly Union of Sailors' Wives gave a Children's Party on Wednesday, December 15. Guests began to arrive before 2 p.m. at the Gymnasium, where children had all the fun of the fair with a giant slide, great wheel, swings, seesaws, roundabouts and a lucky dip for pennies.

Tea was served at long tables in the Vernon Cinema which had been beautifully decorated by the Wrens. After tea, the Portsmouth Cathedral Choir gave a lovely recital of Christmas Carols, in some of which the audience joined. Mr. J. A. Davison, who conducted the Choir, was introduced by the Vice-Chairman of the Vernon Branch, Mrs. R. A. Villiers, and the Choir was thanked by Mrs. C. Emerson, the Commander's wife. She also thanked the Captain and the Vernon Staff for all they had done to make the party such a success, and especially Lieut. E. Harmer, the Chief Routine Officer, who was presented with a fountain pen, engraved, "From R.N.F.U.S.W." to show the Branch's appreciation of his help and kindness, and their regret at his retiring from the Navy.

The Vernon Friendly Wives were delighted to receive a telegram from Captain and Mrs. N. Copeman, the Branch's former Chairman, wishing the party every success.

Leading Seaman Quirk, disguised as Father Christmas, then came out of a fireplace at the back of the stage and gave each child a balloon, bag of sweets and a squeaker.

Among those present were Mrs. Salter, Mrs. Denison, the Rev. F. M. Browne, ten children from the Services House and Mr. R. Lander from H.M.S. Dolphin, who kindly brought along his tape recording machine with nursery rhymes, which were played through loud speakers during tea.

The H.M.S. Vernon Branch next general meeting will be a Whist Drive on Wednesday, February 23, at 2.15 p.m. in the Wardroom Annexe when the new Chairman, Mrs. J. Grant, will be presiding.

There will also be Sewing Meetings at 2.15 p.m. in the Wardroom Annexe Guest Room on Wednesday, February 2 and 16. Articles are to be made for the Red Cross Fair on March 3, and, as time is getting very short, all members are asked if they would kindly help with these, either at the Sewing Meetings, or in their spare time at home.

At the following meeting on Wednesday, March 30, Doctor Sylvia Lendrum, psychiatrist, will give a talk entitled, "The Teenager."

All Vernon, or ex-Vernon, wives of serving personnel are eligible to join the Branch, and we shall be delighted to welcome them to any of the meetings. Particulars can be obtained from the Honorary Secretary, 46 Low-cay Road, Southsea. (Phone Portsmouth 31926).

GOSPORT AND FAREHAM BRANCH

THE WEATHER rather reduced our numbers for the first meeting of 1955, but those of us who did manage to brave the elements spent a most enjoyable afternoon being entertained by Lady Reyne and her Elson Townswomen's Guild Choir. We also opened for the first time our Children's Room which is being run by Mrs. Sarel and Mrs. Ellis. On January 17 we held our annual Christmas dance, which was a great success. We were delighted to have with us our President, Mrs. Fawkes and Admiral Fawkes, and the Mayor and Mayoress of Gosport. The Mayoress and Mrs. Boxer (Vice-President) judged the Fancy Headwear Parade, Mrs. Rhodes (spring flowers) winning the prize for the prettiest and Mrs. Bilsby (Naval Married Quarters

of the Future) for the most original. Chief Petty Officer Wells was the M.C. Our next meeting is on Thursday, February 3 at the Sloane Stanley Hall, Crossways, Gosport, at 2.30. We are being entertained by the Privett Townswomen's Guild who are presenting a play. New members are always welcome.

NORTH END BRANCH

DESPITE THE cold and snowy weather, the Children's Party which was held on January 4th was well attended, and a very enjoyable afternoon was had by both children and grown-ups alike—we were very pleased to have with us for the afternoon a small contingent of children from Nazareth House as our guests.

Before tea there were games in Fisher Hall, organised by Chief Petty Officer Barnes who acted as M.C.—there was also the ever-popular chute. Tea was served in the gymnasium. After tea the children repaired to Fisher Hall for community singing, and several young singers were enticed on to the stage to sing solos, for which they each received a prize of 6d.

Then followed a Punch and Judy show and then the high-light of the afternoon when Father Christmas (Chief Petty Officer McCann) appeared with his sack of presents.

Before leaving each child also received a balloon and an orange. Our next meeting will be on Tuesday, February 1st, when we will be having a cookery demonstration.

We hope 1955 will bring us many new members—any Naval wives will be very welcome at our meetings which are held on the first Tuesday of each month at Fisher Hall, Whale Island, at 2.15 p.m.

For further particulars apply to the Hon. Secretary, Mrs. Hussey, 45a Festing Road, Southsea, Telephone Portsmouth 33312.

She is glad to report that as a result of these notices in NAVY NEWS one or two Naval wives have already been to see her and it is hoped many more will follow suit.

SOUTHSEA BRANCH

AT THEIR meeting on January 10, the Southsea Branch of the R.N.F.U.S.W. heard a most interesting and instructive talk on "Road Safety" given by Police Constable Vacher, representing the Portsmouth Accident Prevention Council. After his talk, P.C. Vacher answered many questions and suggestions on Road Safety from the members.

At the time of going to press, final preparations are being made for the annual dance at Forresters' Hall, on Saturday, January 29.

The programme of meetings for the next six months has now been arranged, and includes many and varied activities. Although this wintry weather seems hardly the right atmosphere to discuss summer outings, these have to be arranged early and the necessary bookings made. Several suggestions have been made, and the final choice of the destination for the outing on June 15 will be made at the next meeting. It is also hoped to arrange a half-day excursion in May, and this will probably be a trip to Christchurch and the surrounding district.

The sewing meetings held every fortnight are now being devoted to sewing and knitting for the Services Stall at the Red Cross Fair on March 3, and many members have volunteered to make things at home for the stall.

The February meeting is at the Forresters' Hall on Monday the 14th, and will take the form of a "Musical Letter."

Cabin Decorations

Just before Christmas a competition was organised for the W.R.N.S. in H.M.S. Collingwood. A prize was to be awarded to the competitors with the most decorative cabin. Much hard work and enthusiasm was put into this, and the well deserved winners were the members of Repulse Cabin who carried off the prize of a Christmas cake.

The judges of this competition were Mrs. R. J. Cooper, the Commander's wife and Mrs. E. J. Gillitt, the First Lieutenant's wife.

Corporals' and Marines' Children's Party on January 21, 1955.

H.M.S. Excellent: Second Officer J. B. Warrior, L/Wren Packer, Wrens Powell and Needham spent a most enjoyable afternoon on Wednesday, January 5, at the Annual Christmas Party given by the Staff and children of the R.N. and R.M. Children's Home at Hopfield, Waterlooville.

Pantomime—H.M.S. Mercury

A number of W.R.N.S. ratings took part in the Ship's Company pantomime, "Alice in Wonderland."

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Have YOU a personal problem? . . .

ASK JOHN ENGLISH

Disability Pension

I AM a C.P.O. and have served 15½ years in the Royal Navy. At the moment I am in the R.N. Hospital, Haslar, but will be going on leave for 14 days on December 23.

My problem is this: at present I am liable to be invalided from the R.N. and if that unhappy prospect takes place can you tell me whether I will qualify for a part of my Long Service Pension, which I would have normally received at the end of 22 years, and also, if not, how many years I would have to serve to receive part pension on invaliding.

Answer: I am very sorry to hear of your predicament, and hope that your fears may not be realised.

Should, however, you find yourself, unhappily, invalided, you would be entitled to part of your Long Service Pension. The regulations are exceedingly complicated in this matter, particularly where there is a degree of disablement attributable to your Naval Service, and much depends on the report of your final Board of Survey.

However, if one ignores the disablement aspect, it would appear that you would be entitled to (a) pension and (b) terminal grant, approximately as follows:—

- (a) (i) 1s. 2d. for each year of service from age of 18.
- (ii) 6d. for each year of service as Ldg. rate.
- (iii) 1s. 0d. for each year of service as P.O.
- (iv) 1s. 6d. for each year of service as C.P.O.

Note: The above computations produce a weekly pension.

- (b) £250 less 1/22 for each year of service short of 22.

Re-engagement

I have served nearly seven years of a twelve year engagement. I also have four years previous R.A.F. service which I may count towards badges and pension but not towards the present engagement of twelve years. I wish to re-engage to complete time for pension; must I wait until I have served eight years R.N. time, or may I, taking into consideration previous R.A.F. service, sign on now. No one on board seems sure of the answer to this. I enclose S.A.E. for your advice.

Answer: The answer to your query regarding your eligibility for re-engagement is contained in Q.R. and A.I. Article 0827, paragraph 14, in which it is stated that a man may re-engage to complete time for pension after completing 8 years pensionable service, including such periods of former service in the Royal Marines, Army or R.A.F. as are allowed to count towards Naval pension.

You are therefore eligible to sign

If you have a personal problem, write to John English, c/o Editor, NAVY NEWS, Royal Naval Barracks.

MARRIED QUARTERS

SINCE THE last article was printed, there have been no spectacular developments, but this is in the nature of things for houses necessarily take time to build. Readers can, however, rest assured that there has been steady progress.

On the administrative side, the first step has been taken to bring the central roster into being. The Command Married Quarters Officer has assumed responsibility for married quarters occupied by officers and ratings serving in the Home Fleet. It is hoped that the Admiralty instructions for the central roster and control will be received shortly so that a real start can be made. Once the central control has been inaugurated, an important milestone on this road (as yet without houses) will have been passed.

On the "hirings" side, approval has been received to take hirings for H.M.S. Diligence (Reserve Fleet, Hythe) and for the Amphibious School, Royal Marines, at Poole. This means, of course, that these places will later have permanent houses. The number of hirings at Portsmouth has been increased thanks to an Admiralty decision to allow an additional number periodically. As a result there will be some relief on the longer of the waiting lists.

The weather has been unkind for building operations and has undoubtedly retarded progress. First of

all, there was the heavy rain which transformed the Paulsgrove site into a china clay pit and the Brockhurst site into a veritable clay quagmire. At Brockhurst it was quite impossible to work on foundations or on roads for a time. Later, there was the cold weather during which it has been impossible to work in concrete or on brick work. The builders, however, have not been idle and have worked with a will whenever possible.

Emigration

Having read your column in the NAVY NEWS with great interest, I now wonder if you will be able to help me with two Service problems that I have; the Ship's Office on board have been very helpful, but they cannot fully satisfy me without entering into a lot of correspondence with Admiralty and various other Authorities.

My family emigrated to Canada a few years ago, and now that I am due for release in three months time, I shall naturally follow them over there. Firstly therefore I wish to know if the Admiralty offer any financial assistance as regards demobbing a man when his home is abroad, or if this assistance is restricted to England.

Secondly, my service in the Navy is seven years with the Fleet and five years on the Fleet Reserve. Because of this, are there any restrictions on my being an emigrant to Canada, is the Reserve time cancelled altogether, or do I have to transfer automatically to a branch of the Canadian Reserve Fleet?

Trusting you may be able to be of some assistance, and wishing continued success to the NAVY NEWS in the future.

Answer: In reply to your letter of January 5, the following appear to be the answers to your two queries:—

(a) *Emigration. A passage at public expense, on termination of service, to a country outside the British Isles is allowed only if the man concerned was entered or re-entered in the Royal Navy in that particular country. In your case it would seem that your parents emigrated after you joined the Royal Navy, therefore you would not be entitled to a free passage. You may, however, request through the normal channels for an Indulgence Passage under the terms of Q.R. and A.I. Article 1735: such passages are normally available only in Royal Fleet Auxiliaries (including tankers) or troopships; sailings of such vessels to Canada, are, I imagine, now infrequent. Another possibility is for you to request passage in one of H.M. ships, e.g., H.M.S. Morecambe Bay, which is due to commission for service on the West Indies Station later this year.*

(b) *R.F.R. Service. Royal Fleet Reservists who emigrate are discharged from the R.F.R.; you should, on discharge, report to the R.F.R. office in the R.N. Barracks with evidence that you intend to emigrate in the near future; you will then be transferred to the R.N. Emergency Reserve and will have no training liability but will remain liable to recall in active service in the event of war or great emergency.*

Royal Naval Association

HASTINGS AND ST. LEONARDS

IT IS gratifying to see reports from branches of the R.N.A. appearing in NAVY NEWS. Such reports will show the Active Service Reader that there are Clubs which he may visit while on leave and join when he leaves the Service, where he can always be sure of a welcome, a good time, and above all—Comradeship.

Here in Hastings, we gave our annual Christmas treat to the Children. There was a visit to the Pantomime, followed by tea, and of course, presents from Father Christmas. Among our other Social Activities were a visit from the Burma Star Association, a visit to the R.A.F.A. Club. This month two coach-loads of shipmates are going to the London Coliseum, to see "Can-Can".

We have a good Club, and grand Shipmates, although we could do with better attendances. There is always a welcome for any wandering "matlow" who chances our way on a Saturday evening. The address is Clarence Hotel, Middle Street, Hastings.

HAVANT

WHEN Havant Branch held their Annual General Meeting on January 4, the Hon. Treasurer was able to report that the Paid Up Membership of the Branch had increased by 14 during 1954. This figure took into consideration three who had transferred to other Branches and one who had been called to Higher Service during the year.

The Balance in the Branch Account was slightly lower than it had been at the 1954 Annual General Meeting: this was chiefly due to high postage and stationery expenses, which had become necessary in advising changes of Branch Meeting Place during the past 12 months. It was anticipated that these expenses would be lower during 1955.

Votes for the New Year's Branch Committee were recorded in writing after Scrutineers had been elected. There were a number of changes as some of the past year's Committee had made it known that they would not be able to stand for re-election.

PORTSMOUTH

THE ANNUAL General Meeting of the above branch was held at its Headquarters on Wednesday, January 19, 1955.

The Chairman reported another year of progress throughout the branch, the membership at the end of the year being 1,038.

A children's party was held in the R.N. Barracks (by kind permission of the Commodore, R.N.B.) on Saturday, December 18, 1954, when 300 children, grandchildren, etc., of members were entertained and cared for by a very able committee of workers whose task of keeping 300 children amused and out of mischief must surely have been an enormous one and numerically one of the largest parties held throughout the city. It will be a point of interest to all our serving members who are absent from the Home Port at Christmas to know that their children will be cared for in their absence by the Association members.

The election of officers for the ensuing year proved to be the Chairman's (Shipmate C. W. Bright) easiest task of the evening as the same officers were elected or re-elected without a vote having to be taken.

Very soon the sporting members of the service who regularly visit Pitt Street Recreation Ground will notice digging, etc., going on at our Headquarters. These are members' efforts to have a building second to none in the city of Portsmouth with facilities for which both the serving and ex-serving Naval man and his family can enjoy and so perpetuate the aims and objects for which the Royal Naval Association stand—

UNITY — LOYALTY —
PATRIOTISM — COMRADESHIP
T.S.T.

WHAT IS "HEALTH"?

AS GOOD a definition of health as he had read was in the funeral speech over the Athenian dead made by Pericles: "It is that state of moral, mental and physical well-being which enables a man to face any crisis in life with the utmost facility and grace."

(Dr. Barnett Stross, M.P., in the House of Commons, October 26, 1954.)

LETTERS TO THE EDITOR

DEAR SIR,—Thank you for the insertion of my accommodation advertisement in the January issue of the NAVY NEWS.

I have had many replies, and am glad to say that I now have very suitable naval tenants, and shall not hesitate to use your medium on future occasions.

Again thanking you.

DEAR SIR,—On page 10 of the January issue, you list H.M. S/M Trondra among the donors to the Royal Sailors' Home Club Building Fund.

I am sure that a show thesis on preparing her for "diving" would prove of great interest.

Incidentally, their "Lordships," through some oversight, tend to refer to her, and treat her, as an auxiliary.

DEAR SIR,—Having studied the very generous list of subscriptions for the Royal Sailors' Home Club in last month's paper, may I put in a plea for Welfare Committees to remember the Sports Control Board?

During the past two years the Board has received £642 in donations from the whole Navy, and it has paid out in loans and grants the sum of £5,877.

New Task Accomplished by Royal Naval Helicopter

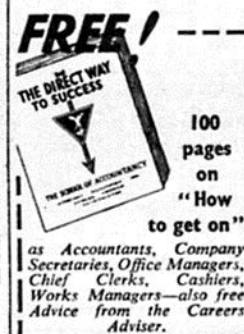
FOR THE first time, the Royal Navy has used a helicopter to pass a line from ship to ship for salvage purposes.

The tug Sir Bevois was standing by to assist the Kingsbridge, a freighter grounded south of the Isle of Wight. A request was made to the Naval authorities to assist establishing the tow line, and a Dragonfly of 705 Squadron, piloted by Lieut. M. H. Simpson, R.N., took off from the Royal Naval Air Station at Gosport with Commissioned Observer G. G. Gibbs.

After tying a weight to the end of the coil, Commissioned Observer Gibbs lowered it to the grounded freighter and then the helicopter slowly flew towards the tug and paid out the line. The other end of the line was successfully passed to the tug and the helicopter stood by to see that the operation was going smoothly. The tug's four-inch towing line was secured to the one-inch line by the tug's crew, and the crew of the Kingsbridge then hauled on the messenger line in order to establish the towing link. At the first attempt the one-inch line parted. The helicopter therefore repeated the operation with a second one-inch line, and when he saw that the towing line had been finally established, Lieut. Simpson returned to Gosport. The operation took only some 20 minutes.

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NATIONAL SERVICE IN THE ROYAL NAVY

Foreword by the Second Sea Lord
ADMIRAL THE HON. SIR GUY H. E. RUSSELL,
G.B.E., K.C.B., D.S.O.

FIFTY-ONE YEARS ago, the hero of a great book, *The Riddle of the Sands*, speaking for all those who "potter about in small boats", said "they ought to make some use of us as a naval reserve". (In the next year, "they" did.) He went on: "My own idea is that we ought to go much further, and train every able-bodied man for a couple of years as a sailor. Army? Oh, I suppose you'd have to give them the choice".

I regard National Service in the Royal Navy today as the fulfilment of that idea; the passage I have quoted was a prophecy of the service which the National Service man could give to the Navy.

It is a fact that, for half of our National Service men, their two years' full-time service is the culmination of a period of voluntary training, just as it is the foundation of a further period of service in the R.N.V.R. And no one joins the Navy except of his own free choice. Here, then, if anywhere outside the ranks of those who have chosen the Navy as a career, we can look for enthusiasm, and not in vain.

I was glad when the Editor asked me to introduce this article, for I have much to say on the subject—but I find that it has been said in the following pages. Fifteen years and more have taught England many lessons about National Service: we in the Navy believe that we now make good use of those young men who come to us. National Service helps to create the reserves on which the country will depend for survival and victory if war should come. This is a long-term benefit. Here and now, we look to the Navy's National Servicemen to play their full part in manning Her Majesty's Fleet—they look to us to make sailors of them. I do not think there is much room for dissatisfaction on either side of the bargain.

MUCH has been written, discussed in Parliament, and said over the garden wall about National Service. But whether one likes the idea or not, National Service for the young men of this country is a fact.

Prior to the Military Training Act of early 1939, peace-time conscription in the United Kingdom was unknown, and at about the time Hitler set the torch to the fire which was eventually to consume him, the first National Service (Armed Forces) Act was passed. After the War the need for "call-up" remained, and to meet her defence responsibilities Britain has accepted universal National Service as a necessity. That is why every male British subject ordinarily resident in Great Britain—with few exceptions—who is 18 years of age must train for a period of two years' full-time service

in the regular forces, and for a term of part-time service in an auxiliary force. As one young Ordinary Seaman wrote recently—"National Service is now a compulsory two years in any one of the three fighting Services. It is necessary, if we are to attempt to avoid another war which will be more terrible than the last two. We have got to be strong enough to make any opponent think more than twice before destroying world peace."

Entry

The Navy take a very small proportion of the number of men called up for National Service. One young rating said "Many people apply to do their National Service in the Navy but are disappointed due to the small intake. Supply therefore exceeds Demand so the Navy can pick and

choose just whom it wants"! However, it is a fact that whilst 290,500 National Service men were serving in the Army and Royal Air Force in the year ending March 31st, 1954, only 7,800 were serving in the Royal Navy.

National Service in the Navy is guaranteed for men who join the R.N.V.R. for pre-national service training, and about 50 per cent. of new entries (N.S.) are members of the Volunteer Reserve. Large numbers of public and grammar school boys enter direct from school; whilst many tradesmen enter at the age of 21 after having completed apprenticeships. The Sea Cadet Corps is an excellent pre-training organisation from which come many young N.S. men.

Why Do Young Men Choose the Navy?

The answers to this question are varied—family associations, previous experience of sailing, desire to travel—some say the sea is in their blood! Whatever the reason, they all want the same thing and that is to get to a ship (Recently, a large number of Ordinary Seamen sailed for Gibraltar in the Training Squadron eight days after joining the Navy!). In this connection it is interesting to note that when a group of N.S. men, about to leave upon completion of their two years' service, were interviewed recently they all agreed that the happiest time was whilst serving in a ship—not necessarily at sea!

Initial Training

The main Gateway to the Navy for the new recruit is Victoria Barracks, Southsea, and through it pass the Ordinary Seamen, the Signalmen and Telegraphists, the Supply and Secretariat ratings, Sick Berth Attendants, Coders (Educational) and Coders (Special), and Artificers. In 1954 a total of 3,100 N.S. men joined at Victoria Barracks. Their opposite numbers in the Regular Entry—both Adults and Youths—also enter here. Stokers join H.M.S. Raleigh in Torpoint, Cornwall, and Naval Airmen spend a week at Lee-on-Solent before going to R.N. Air Station, Bramcote, near Nuneaton. Electrical ratings join H.M.S. Collingwood in Fareham, Hampshire. During his fortnight's joining routine the new entrant is kitted up, examined and generally introduced to the Navy and its ways. A young seaman described part of his joining experience thus:—

"Left, Right, Left, Right, Left... Lift your head up, swing your arms, look to the front. Stop scratching your ear. Third man in the centre rank...! the flow of exhortations echoed over the whole parade ground as we, the new entry class, tried with little success to look a smart body of men. We scarcely felt so, and it was no wonder that words almost failed our long-suffering Petty Officer as we continued to shamble round, blundering at every step, and looking exactly what we were, an untrained rabble of civilians. Collected from all walks of life, and suddenly, almost before we could realise it, thrown together with nothing in common except an unfamiliar uniform and a new discipline which we all had to obey, it was difficult indeed to understand the wider significance of it all." But the writer continued, "Later in our training we thought differently when we heard of drafting to ships operating in N.A.T.O. exercises."

The new recruit also has an interview with the personnel Selection Officer at which potential Officer Candidates for all Branches are noted. Whilst every effort is made to allot each man to the category for which he is best suited, the round holes are not always vacant for the "round pegs,"

and a few men must therefore find themselves employed in duties other than those to which their particular civilian qualifications would lead them. During this joining period it is sometimes necessary to "re-categorise" an entrant, and this is normally caused by failure to reach the medical standard. In addition, change of category is sometimes necessary because a rating with certain special qualifications may be better employed in another Branch. Here it must be emphasised that a National Service man can only transfer voluntarily from one Branch to another when a vacancy exists in the latter.

After these somewhat bewildering first few days, the professional training begins. This comprises two parts. The first part lasts for four weeks and is common to all. It consists of drill, basic instruction in general knowledge required by everyone joining the Navy, simple Seamanship, Games and Swimming, and revision of schooling. There are two exceptions to the above—the Coders and the Artificers. They do a combined Joining and Part I training course which lasts for three weeks.

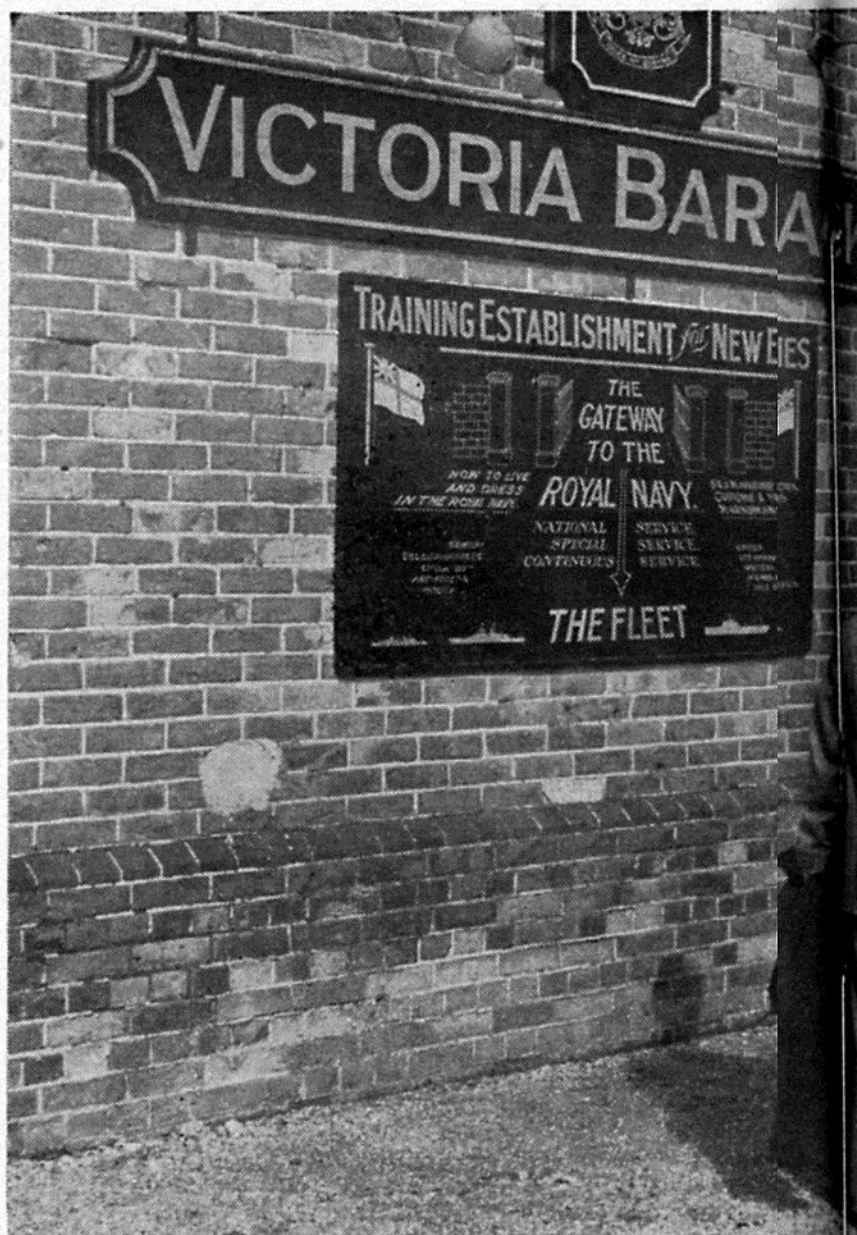
Part II of the New Entry Training Course is different for each Branch. It varies widely according to the technical instruction required to enable a rating to take his place as a trained man in a complement billet. A few examples will illustrate how diverse is the length of this Part II Course from

one Branch to another—for the Seaman it is six weeks whilst for a Radio Electrical Artificer it lasts thirty-two weeks; for a Stoker it is eight weeks whilst the Telegraphist spends twenty-six weeks on his course.

It is important to note that where an ex-R.N.V.R. rating has already completed Part I Training in the R.N.V.R. he is not, of course, required to do so again. There are some men who have been keen and enthusiastic enough to complete their Part II Training during their own time, in the R.N.V.R., and these valuable, trained men are available for draft immediately on "call-up" for National Service.

A Criticism

Before passing on, it would be useful to comment at this stage about one criticism occasionally heard of the Armed Forces. The Services are accused, from time to time, of wasting their National Service men's time with unnecessary chores or with "hanging about". As far as the Navy is concerned this criticism can be killed at once. C.W. Candidates (officer candidates), waiting to appear before Admiralty Selection Boards, are employed in 'part of ship' domestic duties as well as in receiving technical instruction; ratings with medical queries may experience a short delay in their training pending a decision from the specialist; but the vast majority are passed quickly through



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their training so that they can get to sea. Reference has already been made to the group of National Service Seamen who were at sea eight days after joining the Navy, but normally for Seamen and Signalmen only two weeks elapse before they join the Training Squadron. The longer Part I and Part II New Entry Training Courses for certain ratings—held in Shore Establishments—inevitably mean that these men take longer to get to sea, but the Drafting Authorities make every effort to get National Service men afloat. This has been made easier with the advent of General Service Commissions.

The Training Squadron

It is in the Training Squadron that National Service Seamen and Signalmen have their first taste of life at sea, for the Squadron is the bridge between civilian life and service in the Fleet. Whilst the greater part of the training is concentrated in the two light fleet carriers, H.M. Ships Theseus and Ocean, ratings also spend periods at sea in small ships during their training. Classes of National Service and Continuous Service Seamen and Signalmen are trained side by side, all branches are represented amongst the National Service men serving in the ships' companies, and throughout all this intermingling there runs an intense and healthy rivalry in the many competitive activities of boat-pulling, sea-

manship drills, sailing and sport.

The Training Squadron spends a reasonable amount of time at sea, often in company with the rest of the Home Fleet. One cruise is to a port outside the United Kingdom—it may be Gibraltar or a major foreign port. Lisbon, Casablanca, Rotterdam and Aarhus are some of the ports which have been visited during the last year, and thus the Squadron endeavours to give men their first sight of a wider world at the earliest possible stage in their Naval careers.

Upper Yardmen

Seamen and Signalmen are not the only members who pass through the Squadron—even though about 1,000 Ordinary Seamen were trained there during the past year! The National Service Upper Yardmen (Executive) who have been selected by an Admiralty Interview Board as potential Officers in the R.N.V.R. spend 15 weeks doing an intensive course in Seamanship, Navigation, and Officers' duties in general. Their academic and athletic standards are high. Successful candidates are promoted Temporary Acting Sub-Lieutenants (if over 21) or Temporary Midshipmen, and about 200 Officers have been thus promoted in the Squadron during the past year. From time to time a few ex-Upper Yardmen (N.S.) are accepted for transfer to the permanent list of the Royal Navy. There is also a steady flow of National Service Upper Yard-

men (Air) through the Squadron, and in the past year 120 Sub-Lieutenants (A) and Midshipmen (A) R.N.V.R. have left for Air Stations ashore for training as Pilots or Observers in the Fleet Air Arm.

Only a proportion of Stoker Mechanic Branch ratings are trained in the Squadron, these being the "Specially Selected Stokers" who take an advanced course of three months in Theseus and Ocean. National Service men comprise about 20 per cent. of those specially selected, and do remarkably well on the course—in seven out of the last ten classes in Theseus the first place was gained by a National Service rating. This speaks well for their enthusiasm and keenness.

Stokers

But vitally important training is also taking place apart from in the Squadron. H.M.S. Raleigh at Torpoint in Cornwall trained approximately 1,600 N.S. Stokers last year, and at any one time there are between 350 and 400 N.S. Stokers under instruction there. The joining routine and Part I Training is similar to that outlined above but the eight weeks Part II Course is designed to give the man sufficient knowledge of a ship's machinery and a Stoker's duties to enable him to be a useful member of a Ship's company when drafted to the Fleet. His technical training includes Marine Engineering, Damage Control and Fire Fighting.

Electrical Branch

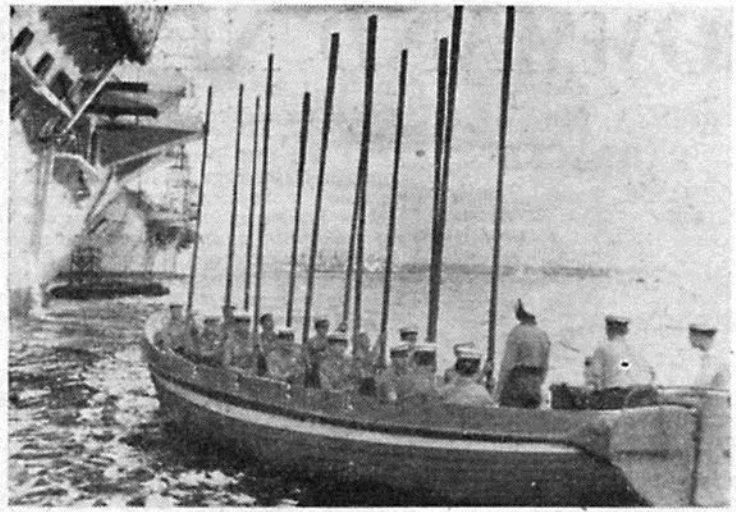
Amongst the 390 N.S. electrical ratings trained last year in H.M.S. Collingwood there are no less than eight different categories represented, ranging from Electrician's Mate Second Class to Electrical and Radio Electrical Artificers. Whilst the Electrician's Mates have had little or no previous experience of Electrics, many of the other categories are composed of tradesmen, technicians from industry, or ex-apprentices. Electrical Artificers are drawn from men who have completed apprenticeships before call-up, and they are given a Trade Test on entry. A certain number of entrants, Electrician's Mates (S), form the Upper Yardmen entry (Officer Candidates) and they are men with degrees in Electrical Engineering, or with a Science degree which includes electrical subjects. They are promoted to Sub-Lieutenants (L) R.N.V.R. during the course.

Supply and Secretariat

The Writers, Stores Assistants, Cooks, and Stewards are trained in H.M.S. Ceres in Wetherby, Yorkshire—the Training Establishment for the Supply and Secretariat Branch of the Navy. Throughout the course they are treated in exactly the same way as their counterparts on regular engagements—they perform guard duties, take part in ceremonial parades and in the day to day running of the Establishment. Once more the object of the professional instruction is to enable junior ratings to join the Fleet as trained men.

Communications

Approximately 250 National Service Communication ratings enter each year, divided about equally between the Signal and Telegraphist branches. All the Telegraphists have been members of the Royal Naval Volunteer (Wireless) Reserve whilst the majority of the Signal ratings have been members of the R.N.V.R. Owing to their experience in the Reserve, where they will have already learned the morse code and acquired a certain standard in practical operating, it is possible to give National Service men similar training to the Continuous Service ratings whilst achieving this in a much shorter time. They are thus available for useful employment at sea for a lengthy proportion of their service.



With the Training Squadron at Gibraltar

Advantages?

What does the National Service man gain from his Naval service? It certainly broadens his experience, both from travel and in the corporate life of Ship or Unit in which he serves, and he freely acknowledges its value in this respect. He becomes conscious of the comradeship and loyalty which spring from living and working as one of a closely-welded team. His self-confidence develops. He is taught that self-discipline is the most important factor in Service "discipline". In many cases he has never been away from home before—he has to learn to look after himself.

There is no use denying the fact that for many the "call-up" comes at an inconvenient time. One dour young Scot, after his first week, viewed his forthcoming Naval career thus—his philosophy being better than his vocabulary—"National Service is a bind to any young man because it cuts into his career. But it must be done, so let's get on with it and try to be a credit to the Navy. Give and take is my motto, with a bit more 'give' than 'take'—and lastly remember that my instructor is also human!"

By means of the excellent Forces Correspondence Course Scheme, an increasing number of National Service men are continuing their civilian educational and professional studies

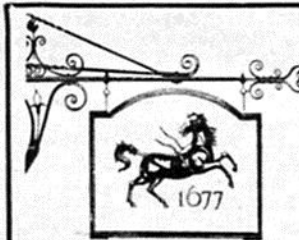
whilst still in the Navy. For a few shillings they are able to choose from a wide variety of Correspondence Courses—a facility which costs their civilian opposite numbers many guineas.

What Does the Navy Think About the National Service man?

He has a first-class reputation, and does an extremely good job in every type of ship—from Aircraft Carriers to M.T.Bs.—and in every kind of duty, whether it is as pilot of an aircraft or as a linguist in Germany. Reports are unanimous in vouching for his keenness, intelligence, and the speed with which he readily adapts himself to Service life. He brings an infectious enthusiasm to his training, and creates a friendly spirit of rivalry with "the Regulars"—both in playing games and in his duties.

In conclusion, let us recognise one very important fact—the National Service man has replaced the Recruiting Sergeant of the Pre-War days. When he returns to his family, factory, or office, the obvious questions he will be asked are: "What was it like? Did you enjoy it?"

It has long been held that the Navy is this country's best ambassador; it must now be appreciated that the National Service man is the Navy's best messenger to the country.



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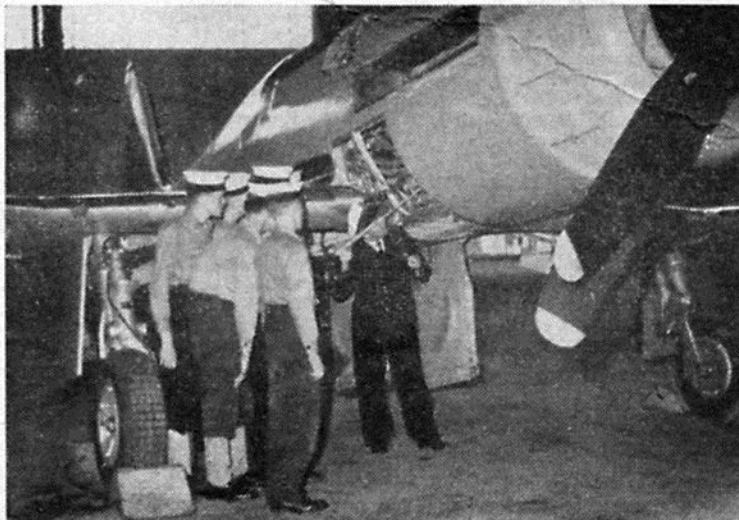
Prospects: The Bank's policy is to encourage suitable young men to qualify for promotion to Managerial or equivalent status at an early age. The comprehensive system of training now operative gives unsurpassed opportunities for a successful banking career with commensurate financial rewards.

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The Staff Manager

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Air Frame Instruction—H.M.S. Gamecock

COMMAND NEWS

ROYAL NAVAL BARRACKS

THE ENGINE Room Branch of R.N.B. has started a drive, through their R.N.B.T. Representative, C.P.O.S.M. Freeborn, to collect money by means of Collecting Boxes, Draw Tickets and Penny Piles.

This money is to assist the Portsmouth and District Spastics Society with their project of having a treatment centre in Portsmouth.

The Chief Petty Officers, Petty Officers and Stoker Mechanics Messes in the Barracks have, in two months, raised £32 17s. 8½d. towards this worthy cause. It has taken 4 years to raise the first £1,000 of the £10,000 needed and it is hoped that this year will see a vast increase in donations.

The Society hopes to start a comprehensive scheme to include a Special Treatment Centre and Clinic for children, Continuation Unit for the adolescents and a Training Workshop for those able to benefit by them. The proposed unit at Queen Alexandra Hospital, Cosham, Portsmouth, would have priority as it is felt that the prob-

lem of the children must be tackled first.

We feel that Portsmouth, as the premier Naval Port, could and should establish a model unit worthy of its Naval Traditions and thus become one of the leading centres in the Kingdom for the treatment of Cerebral Palsy.

Come on, Portsmouth Command—let's hear from you.

It is known that in this Command there are one Officer and eight ratings who are parents of spastic children. Three ratings are brothers of spastics.

Welfare Officers and others should note that donations should be sent to the Portsmouth and District Spastic Society in order to avoid confusion with the National Spastic Society.

There are no paid officials in the P.D.S.C.

Children's Christmas Parties

Interesting facts about the Children's Christmas Parties which were held in R.N. Barracks are that a total of 1,120 children and 280 adults (not including the many fathers present) attended, and the numbers for the different days were:—

	children	adults
Tuesday, January 4—		
Junior Ratings ...	304	42
Wednesday, January 5—		
Petty Officers ...	346	102
Thursday, January 6—		
Chief P.Os. ...	470	136
	1,120	280

The figures shown for Tuesday, January 4, include children from the R.N. & R.M. Children's Homes, Waterloooville; Services House, Southsea; Victory Boy and Girl Cadets and the St. George's Church, R.N. Barracks Choir Boys.

This year it was decided to hold each party complete under one roof in order to avoid the children having to go outside the Gymnasium into the cold to get to the Theatre and Cinema, therefore no entertainments were provided other than the fun and games inside the Gym. Fresh amusements were brought in as a change from previous years and items such as the hired pedal toys and the electric roundabout were not used. With the help of M.T. and R.E. and the Barrackmaster's staff, some excellent side shows were produced—these consisted of a Bombing Range, Space Ship, Aircraft Carrier Sinking and a Crockery Shy. All in all, the children had a grand time, finished off with plenty to eat, including ice-cream and jelly, and the presentation of toys, etc. The duty Father Christmas for each party was:—

Tuesday, January 4: A.B. Cousens.
Wednesday, January 5: P.O.S.M. Pittam.
Thursday, January 6: C.P.O. Writer Webster.

Services House, 37a South Parade, Southsea

Mr. F. M. Purkis, Welfare Secretary, who is a member of the Management Committee, informed R.N.B. Welfare Committee that there are at Services House, the 4 completely orphaned children of the late Able Seaman Balmer, R.N.B. In addition there are 24 other kiddies including 2 children of a P.O.S.M. now serving in R.N.B. The mother of the Balmer children died a few years ago and the father met a tragic end in April last. The 4 children, who were already in Services House, partly supported by their father, naturally remained there. However, owing to the peculiar circumstances of this case no financial assistance is being received directly in respect of these children, no pension is payable, and no Family Allowance or

Guardian's allowance can be made under the present regulations. Attempts are being made to obtain permanent help from the Ministry of Pensions and the National Insurance. In view of this, R.N.B. Welfare Committee was pleased to make an immediate grant of £100 to Services House as a token of appreciation for the way in which these unfortunate kiddies are cared for.

Condolences

We offer our sincere condolences to Chief Petty Officer and Mrs. Leathers whose son Robert, aged 12, was tragically taken from them recently.

Robert will be missed at St. George's Church R.N.B., where he was a choir boy.

Best Wishes

Best wishes for a speedy recovery to No. 74758, H. M. Ferrett, skilled labourer slinger of C.E.M. Dept., H.M. Dockyard. He was badly injured when a pile frame, to be used in the boring connected with the new Chief P.O.'s block, collapsed on Saturday, January 15.

D. G. B.

H.M.S. MINOR FOUR

AFTER enjoying our brief spell of leisure during Christmas leave, we have now been consigned to a distant place called Guz, where the inhabitants speak an unknown dialect, and live on Oggies, which I hear are a kind of tree fruit.

Guz is a small village along the Portsmouth coastline: its main industry is fishing, and its popular sport is bowls. I believe there is a Naval Barracks near here, also a few ships (quite small stuff, though).

We expect to be in these waters for a month, after which we sail for Portsmouth to have a refit.

Our natives on board will soon be training for the one-minute wash and dress act omitting the Cox'n Blue Suit Job.

I hope it's not too late to wish the crew of Minor 3 a happy and full New Year—full of work, I mean. We are eagerly awaiting their arrival here, and it has been suggested that we tow them round, since after their long sojourn in Portsmouth, they might have forgotten the way to Guz.

After refitting, we hope to cruise in friendly waters, Bembridge Point to East Cowes, keeping the Harbour Station within striking distance for the benefit of the London types (some people spend more time on British Railways than they do on board a ship. We have an L.S.M. who must know every station within a 200-mile radius of Smoke).

Senrab.

P.S.—If anyone has any spare fish will they kindly send it to our 1st Lieutenant.

H.M.S. HEDINGHAM CASTLE

ON MONDAY, January 17, we shook away the cobwebs of leave period, and proceeded to sea on our anti-submarine exercises. Fortunately we were broken into it gently because the weather, bad as it has been in Portland of late, took a decided turn for the better and we have had calm seas on which to find our sea legs again.

While on the subject of weather, let us look at sport. We have been inactive in that line for weeks now since the canteen grounds were waterlogged. The dry spell has worked wonders and on Thursday, 20 our soccer team will take the field against Portchester Castle in a league match. The grounds are still very soft, as was proved today in the rugby match between the 2nd T.S. and the 2nd Submarine Squadron. The 2nd S.M.S. won by 13 points to nil. Four "Heddingham Heroes" were in the 2nd T.S. team, and in all fairness to them we won't mention any names!

On Thursday, 27, we have a coach trip arranged to "Wills" Cigarette Factory in Bristol. It will serve as a change from the usual run ashore here in Portland, where there isn't much to offer. There is no truth in the "buzz" that only non-smokers are allowed to go!

On January 29 we are taking part in Exercise "Shortlop" with the Home Fleet, and we stay awhile in Devonport—Sunday 30. The following day, whilst we are en route for Portland, we will take part in Squadron exercises.

We have another Duty Command on February 11. This will be the last time the "Jolly Roger" will flutter at our masthead before we go in reserve.

On February 23 Captain "D" will give us a pre-reserve inspection. On the 24th we have our Paying-off Dance which is being held, not, as

H.M.S. ALBION AT MALTA

Orphans' Christmas Party



OF ALL the Christmas stories told, there is still one which has been left untold; it is perhaps the most worthy of all this season's festive tales. It concerns some sailors, over 150 little children of the Jesus of Nazareth Institute, Zejtun, and a mountain of chocolate, sweets and candies.

The story began shortly before Christmas, when the angle-deck aircraft-carrier H.M.S. Albion (Captain G. H. Beale, D.S.O., O.B.E.) hummed with a different sort of activity.

The cause was not an operational requirement; it was a collection from the ship's company for the children of the Institute, who do not, when all is said and done, receive all that much attention in the normal run of events.

Able Seaman Sparrow thought up the original idea, and soon the kitty organized by Rev. Healey, stood at over £16. And all in four days. It did not take the sailors long to buy up a considerable portion of Malta's

sweets stock—and they bought the best, for a sailor's sweet tooth is almost a legend in the Navy.

Children's Delight

Loaded with the sweets, two uniformed figures called at the Institute's doors on Christmas Day. They were Sub-Lieutenant Shortell and A.B. Sparrow. Father Christmas was also present, being represented by L.S.A. Dave Callaghan.

There is no need to paint a word-picture of the children's delight when they saw Father Christmas's sack upended, and the pile of sweets and chocolate spilled out on to the big table.

Sufficient to say that the children loved every moment of the visit—and there is little doubt that the Royal Navy did the same.

(Reprinted by kind permission of Times of Malta.)

reported earlier, in Weymouth, but at the Moonfleet Hotel, Fleet, near Weymouth. Nothing but the best for the lads!

On February 28 we expect to proceed to Portsmouth to commence reducing to reserve. Certain members of the Ship's Company will commission a completely new ship, H.M.S. Dundas, a frigate at present nearing completing at "Cowes", Isle of Wight.

J.R.M.

H.M.S. DRYAD

THE NEW Year opened at H.M.S. Dryad with Pride, Congratulations, good-byes and greetings in that order.

The promotion of the Commander, G. J. A. Lumsden, D.S.O., to Captain; the First Lieutenant, Lieut.-Commr. C. A. Canham, D.S.O., to Commander; the Deputy Supply Officer, Lieut.-Commr. (S) D. A. Marks to Commander (S); and the Staff Electrical Officer, Lieut.-Commr. (L) P. Fenton to Commander (L) is an incentive to all concerned and they leave Dryad knowing they have well earned the feeling of respect and liking with which they have been regarded during their service here.

Their departure unfortunately is headed by Captain Martin J. Evans, C.B.E., D.S.C. whose Command of Dryad ended on Tuesday, January 11. He will long be remembered not only for his command and administration but also his great interest in sport and the welfare of all who serve with him. All at Dryad wish him good fortune and progress in the future which he so well deserves.

Greetings

Captain R. G. Tosswill, O.B.E., in taking command of H.M.S. Dryad on January 11, adds his name to the distinguished list of captains of Dryad. Previously Commodore and Second-in-Command America and West Indies, Commanding Officer H.M.S. Superb 1952-54, Captain of the Dockyard, Malta 1950-52 and Deputy Director (ND) 1949-50. Officers and ratings look forward to a happy and progressive time under his command.

We also welcome Commander P. J. Morgan, D.S.O., Lieut.-Commander D. K. L. Learmont, D.S.C., Lieut.-Commander (S) J. L. Burden and Lieut.-Commander (L) J. E. Swift.

Following the highly successful Ship's Company and Wardroom Children's Party the Wickham Dramatic Society gave a performance of Noel Coward's "Blithe Spirit" in the Cinema on Tuesday, January 18. Produced by Mr. Robertson-Fox of Wickham, the play was

received with enthusiasm by an audience of officers, ratings and their wives who fully appreciate the hard work entailed in the production of the play for their enjoyment.

H.M.S. DUCHESS

OUR self-maintenance period ended, we left the Dockyard wall and returned to our old berth in Grand Harbour on New Year's Eve. That evening, the unfortunate "duty boys" found themselves saddled with Guard Ship duties, while the rest of us dashed ashore to celebrate.

The last twinges of the subsequent hangovers had scarcely disappeared before we sailed for Algiers on January 4, in company with H.M.S. Jamaica (flying the flag of the Flag Officer, Second-in-Command, Mediterranean). H.M.S. Diamond, H.M.S. Diana and H.M.S. Decoy, and arrived on the morning of the 6th.

A very full sporting programme awaited us, with numerous opponents wishing to take the visiting ships on, both as a squadron and individually, at rugby, soccer, hockey and basketball. The faces of even the most stalwart sporting enthusiasts blanched a bit when they learned that some games were scheduled to start as early as 0830! It was thought, at first, that this was due to some peculiarity of the French character, of which we had never heard; it later transpired, however, that our opponents were just as staggered as we were. The visiting ships achieved creditable results in all games played, other than basketball, and all ship and squadron rugby sides were unbeaten.

High Prices

Everyone found the prices ashore decidedly high and many veteran beer drinkers, unable to afford their usual solace, were heard to mutter "pastiche" in their sleep before the end of the visit. However, although the attractions of Algiers were not equal to those of Genoa, the visit was most interesting and a jolly good time was had by all.

All-day bus trips were popular. In the mornings these tours covered the city, including the notorious Kasbah—otherwise "out of bounds"—and, in the afternoons, the surrounding countryside including the "monkey country." Fortunately there were no cases of mistaken identity.

After leaving Algiers on January 12, we took part in Exercise "Catch-Can", which occupied most of the return passage, and arrived in Malta

* A French concoction less powerful than the local "red biddy"—but only just!



HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State Pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

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on January 15. The next day, in the Fleet Soccer Cup competition, Duchess reached the third round by beating H.M.S. Jamaica 2-1 after extra time—a thrilling game and a most satisfactory result.

We are now working from Malta for the next couple of weeks, gathering our strength for our next visit—to Palermo, where we are due to arrive on February 5 with H.M.S. Diamond in company.

H.M.S. ADAMANT

AFTER FIVE years in reserve at Portsmouth, Adamant steamed up to Rosyth in November, 1953, to refit and prepare for the sea-going job of Depot Ship to the Third Submarine Squadron, based at Rosyth.

For nine months it was hard work and plenty of it. Dockyard workers took command of the ship and for seven days a week they made their presence heard, until those of us on board grew immune to the noises of riveters and chipping hammers. We were all glad, when, in the first week of September, after an inspection by Captain Welby Everard, Adamant edged slowly under the Forth Bridge and in murky weather set course for Bangor to work up.

It was sheer bad luck that during the five day trip four separate gales were endured. Nevertheless, the usual working up exercises took place. Paravanes were streamed, while boats' and guns' crews along with Damage Control Parties were kept constantly on the alert. A helicopter flew out from R.N.A.S. Lossiemouth to have a look at us and to give us a demonstration from close quarters how well it could be made to manoeuvre. It doesn't sound an easy task to hover six feet above the bridge of a ship under way.

We arrived in Bangor on Friday, September 10, minus a few dozen square yards of ship's-side grey, but otherwise none the worse for the bad weather. Invitations immediately began to reach the ship from various parties ashore as they endeavoured to make us welcome. Owing to the unpredictable weather, only one watch was allowed ashore but it returned on board with favourable reports. Lots of friends were made ashore, whilst on board, the Mayor and his Lady and members of the Bangor Council, along with representatives from the various clubs who had offered hospitality to the Ship's Company, were entertained in the Ward Room.

Mayor's Reception

The Commander, accompanied by three officers, two Chief Petty Officers and one Boy proceeded ashore to the Town Hall where a reception was held in the Mayor's Parlour. A formal exchange of Ship and Town Plaques later took place, the whole proceedings being covered by Press and photographers.

As illustrious was also in Bangor, we twice played them on the rugger field, drawing 6-6 and, alas, losing 8-6. Still, we've not been playing together as a team for long and need time to warm up.

It was a matter of considerable local interest when some fifty-six ratings were stranded ashore for forty-eight hours owing to bad weather. However, the men were well looked after and were kindly provided with food and beds on the premises of the Bangor Royal Naval Association. There was no way of getting in direct touch with the ship, but eventually Master-at-Arms Clarence Death phoned the Naval authorities in Belfast who in turn telephoned the Londonderry Naval Base, Londonderry radioed Adamant, which only being a mile from the shore had been in plain sight of the stranded matelots the whole time. As you probably know, the Licensing Laws of Northern Ireland are rather flexible, so possible boats were watched for from a comfortable position. It's a pity it was a blank week.

After nine days in Bangor, Adamant joined Montclare in Rosyth after an overnight cruise across the Irish Sea. Then, on October 5, we took over our duties with the Third Submarine Squadron, attached to which are the new "T-Conversion" submarines. You will recall that it was the Tally Ho which earlier this year crossed the Atlantic under water.

Farewell Dance

Before leaving us for the inland attractions of Helensburgh, Montclare held a farewell dance, which turned out a great success. There was no shortage of female support and fun was had by all. Partly as a result of this, lots of us now have good friends ashore, but for the non-natives etc. the main off-duty interests seem to be Sport and Short Week-end Leaves. There is always plenty of work to be done on board, however. We are

all having teething troubles on our new job, but although this close contact with submarines and submariners is new to most of us, things are running smoothly and we will soon be in top gear.

The Welfare Committee have authorised the redecorating and furnishing of Craigmore Hall, in Rosyth. This is to be used as a Naval Club in addition to the Fleet Canteen. These repairs should be completed in a few weeks and various indoor games, television and a record-player etc. in addition to a N.A.A.F.I. buffet, will be available for the use of shore-goers. A children's party will be held, and later it is hoped to hold dances on the premises as there is ample space and quite a good floor.

Adamant took part in exercise Bright Bonfire during November, spending much of the time in the company of H.M.S. Maidstone and a small escort somewhere North-West of the Shetland Islands. Though we were at sea for about fifteen days, we had rather a quiet time in our role as a Merchantman.

Christmas leave is now upon us. The retard party have just gone and it becomes increasingly clear to us aboard that second leave is best after all.

What we'll do and where we'll go in the New Year is quite a topic of conversation on the mess decks, plenty of buzzes but nothing definite. We are informed that in Rosyth, H.M.S. Montclare was affectionately referred to as Neverbudge, so maybe we'll relieve her in more ways than one.

In Memoriam

J. A. SWINDEN, S.B.A., P/SMX 900299. H.M.S. Victory. Died December 23, 1954.

J. FARRELLY, A.B., P/JX 918579. H.M.S. Sheffield. Died December 25, 1954.

H.M.S. PHOENIX

THE NEW term saw not only changes in the establishment grounds but also in the ship's company. Drafts are coming along as frequently as the frost warnings. The staff too is rapidly getting that New Look. Commander J. R. H. Bull, M.B.E., D.S.C., has relieved Commander F. E. Hayden, D.S.C., as Training Commander. Commander Hayden is off to the Far East. At our first divisions of the new term the Captain, on behalf of the Commander in Chief, presented Able Seaman T. Basnett with the Royal Humane Society's commendation on vellum for Basnett's part in the rescue of two civilians who were in danger of drowning last July.

With the aid of lots of voluntary labour, we have now laid out the new cricket net ground, the bowling green and a double tennis court. The three-quarter sized football ground, too, has come in for attention.

Before the end of the month, Television will be installed for all ratings. Football and Hockey XI's have been hard hit by the weather, but the results of games played have been more than encouraging. By the time of the next issue of NAVY NEWS, we will be able to see how many of our thousands of spring bulbs have come up.

The Bird.

Congratulations

NAVY NEWS offers its congratulations to Lieut. Comdr. W. P. Querstret, R.N., on the Decoration of the Order of Menelik, Class IV, conferred on him by the Emperor of Ethiopia. Lieut. Comdr. Querstret was the Officer Commanding the Naval Guard of Honour, when the Emperor visited Portsmouth in October, 1954.

It is with great pleasure that we record the appointment of Serjeant-at-Arms to Her Majesty The Queen of Lieut. Kenneth Hall, M.B.E., M.V.O., upon the resignation of Sir George Titman. His many friends offer him their heartiest congratulations.

Lieut. Hall entered the Royal Navy as a Third Writer on December 11, 1911, and was promoted to Warrant Writer on November 23, 1932.

He was awarded the M.B.E. in the New Year Honours, 1941, for war service at Sea on the Staff of the Commander-in-Chief, Home Fleet.

Entering the Royal Household on October 15, 1945, as Chief Clerk, Master of the Household's Department, he was awarded the M.V.O. (Fifth Class) by His late Majesty King George VI, in the New Year Honours, 1952.

The duties of Serjeant-at-Arms to Her Majesty are not onerous but entail attendance at the Opening of Parlia-

R.N. CYCLING ASSOCIATION

Programme of Events, 1955

The following dates have been agreed:—

July 6—Inter-Service 50-mile Time Trial at R.A.F. Kidlington.

July 23—Inter-Service Track Championship at Herne Hill.

September 11—Inter-Service Massed Start at Blandford.

It has been decided:—

To hold the R.N. Time Trial, massed start and track championships in one week, if possible immediately before the first Inter-Service event.

The exact dates will be arranged later.

To run a Best All Rounder competition, as for 1954, over 25, 50 and 100 miles, with a prize voucher of £3 for the winner.

That it would not be practicable to organise a "Tour of Stations and Establishments" during the year.

Command Club Reports

The Nore

The season started well with about 30 members and about a dozen competed in the Command championship. Four riders were entered for the Navy championships. The Club has, however, no experienced racing member who can guide and assist the younger members.

Portsmouth

Membership has now reached 78. A number of events were organised and some good times recorded. The Navy 25-mile and 100-mile records were broken during the season.

Air

Clubs, some containing up to 20 members, exist at about half a dozen Air Stations, and enthusiasm has remained much the same as last season. A club has also been formed in H.M.S. Albion, and this is probably the first club in a seagoing ship.

FIELD GUN CREW

THE ACCOMPANYING photograph shows the object of the Portsmouth Field Gun Crew who started training recently in the Barracks. It is now some years since these cups were brought back to Portsmouth from Earls Court, but our hopes this year are very high. Now that the training takes place in



Barracks, the task of the crew should be made easier, because now everyone in the Command can easily give them their support by coming along and cheering the crew on during their training. It is also intended that it will be made possible for the public of Portsmouth to come into the Barracks and watch the crew training in the afternoons.

ment by Her Majesty and at the reading of Royal Proclamations.

It is understood that there are only three Serjeants-at-Arms to Her Majesty and Lieut. Hall's selection is not only an honour to himself but also to the Service he has served so well.

PRESENTATION by SHIP'S COMPANY OF THE WARTIME "ARK"

AFTER THE sinking of H.M.S. Ark Royal in November, 1941, the Canteen Committee decided to purchase out of the balance of the Ship's Fund a silver bell for presentation to future ships bearing the name. This bell was cast during the war and has since been held in custody at the Royal Naval Barracks, Lee-on-Solent.

The bell will be handed over to the Commanding Officer of the new H.M.S. Ark Royal at Portsmouth on Saturday, March 26, 1955. The ceremony will take place at 11.30 and will be followed by a tour of the ship and lunch.

All ratings who served in the wartime H.M.S. Ark Royal are invited to attend; applications for tickets should be addressed to the Office of Flag Officer Air (Home), Wykeham Hall, Lee-on-Solent, Hants, stating dates served in the ship and rating held at the time.



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JUDO By JOHN ECCLES

IN MEDIEVAL times in Japan, which were unnaturally extended by some 250 years beyond those of other countries by a decree prohibiting foreigners access to the country, each feudal lord maintained his own private army of Samurai (knights) and lesser soldiers. Each of these armies developed its own methods of fighting. There were thus different styles of archery, fencing, spear work and unarmed combat in each region. Even the Japanese word for unarmed combat—Jujutsu, Taijutsu, Yawara, Torite, etc.—varied from district to district.

When this seclusion was broken by force following the arrival of foreign men of war in 1868, those in power realised that to enable her to compete in the modern world Japan must unify and modernise. Her achievements in this respect are a matter of recent history.

In order to march with the times Japan abolished the Samurai. At the same time the arts of bowmanship, swordsmanship and unarmed combat fell into disrepute in favour of more modern and more lethal weapons. However, with the rise of the country as a military power, three ancient warlike crafts were revived with the object of building tradition and morale.

In 1882 a man called Kano collected the "know how" about unarmed combat from the old feudal districts and, selecting the best from each, welded the whole into a national technique, as opposed to a number of local techniques. This he named Judo.

What is Judo?

It will be well here to explain what Judo means to the Japanese. There is in Japan a measure of mysticism, patriotism, and religion mixed into it, but stripped of such things which are difficult for a foreigner to understand, Judo consists of three essentials, physical culture, proficiency in combat, and mental development. We have, in fact, a queer Oriental contradiction in which unarmed combat as practised by the toughest Commandos with no holds, locks, throws, kicks, jabs or strikes barred is combined with moral uplift!

Mr. Kano's idea, encouraged by the Government which realised its value, prospered.

Between the wars the organisation in Japan was on these lines.

At the capital, Tokyo, and in two other major cities, Kyoto and Osaka, were situated Judo headquarters, of which that at Tokyo was the senior and most important. In all other towns, and even villages of any size, were so called Halls of Military Virtue where under Government sponsored instructors the arts of fencing, archery, spear and Judo were taught and practised. In addition all Middle and Higher Schools, Universities, Naval and Army establishments had a Hall and teachers.

The Venue

A typical Hall in a small county town consisted of the main building of traditional native architecture built in wood and curving eaves and heavy tiles situated in the white sanded courtyard of a Shinto (the national political religion in which Emperor and ancestor worship played a large part) shrine. Alongside were the archery butts and a primitive bath house.

Inside the main hall was a practice floor, half of which was covered with closely woven straw mats for the Judo exponents and the other half bare polished boards for the fencers. Surrounding this floor was a raised matted cloister where the students changed into the special dress for whichever art they favoured and squatted on their heels to watch or await their turn. A portion of this matted cloister opposite to the students was further raised about two feet and here the teachers sat to supervise all that went on. In an alcove on this platform was kept with great reverence the

portrait of the Emperor, carefully screened from the eyes of ordinary mortals except on special days of ceremony.

The routine on arrival for practice or instruction was to remove the shoes in the portico, ascend to the cloister at the entrance, sink to the hands and knees to make an obeisance first to the portrait of the Emperor and then to the teachers before finding a vacant place in which to change. This in itself was something of an ordeal as there was no privacy and the Japanese were intensely interested in every detail of clothing and in the remarkable whiteness of a foreign skin. Having changed, the same formalities of bowing to the Emperor and to the teachers were carried out before and after every bout and a bow to the opponent also had to be made.

Discipline is Strict

I lay some stress on this etiquette as it illustrates the atmosphere in which the practices were undertaken. Our teacher was always on duty on the raised dais. It was his task to watch over the general conduct of the practices and in the event of any sign of bad temper, any lapse in good manners or etiquette to blow his whistle, call everyone to attention and explain the fault just as the G.I. does with his "Still—correct mistake—carry on". Another responsibility of this teacher was to stop everything if a student under a strangle hold lost consciousness before surrendering!

As a further example of the strict discipline which was exercised—in accordance with Japanese custom the students while awaiting their turn squat on the floor on their heels with their legs folded beneath them. To increase the discomfort of this position we were not allowed to relax by stretching the feet out flat behind but had to sit on our heels with the feet vertical and the toes bent beneath them towards the front. This was to ensure that you were able to spring straight into action in the event of treachery and sudden attack. It was easy for a Japanese but agony for a long-legged foreigner, even after months of training.

No Fees—No Age Limit!

The Hall was open every day. No fees were charged, all you had to do was to register your name and address with the head teacher. Students were allowed to attend as they pleased but were expected to come at least twice a week. An absence of more than a week brought a visit from a teacher to enquire the reason.

The midsummer and midwinter special practice periods were regarded as compulsory. Each lasted 10 days. During the summer period we gathered to do a hard practice in the heat of the day and during the winter at the dead of night when the cold was most intense. I shall not easily forget the cold of the bath when we immersed after breaking the ice at the end of the session about 0200!

There was no age limit, upper or lower, for students. One of the most agile fencing teachers was 72 and two of the Judo men over 50. Most of the students were between 20 and 30. Little boys from about ten upwards were always present. Adult students were often detailed to practise with them in order that correct application rather than brute force should prevail. There were no women students at this Hall but there is no ban against them. They were taught spear work and a modified form of Judo which included the use of hair pins and so on in protection of their virtue.

Judo clothing consisted of a white light-weight canvas suit, the trousers long enough to protect the knees, the loose coat reinforced with string stitching secured round the waist by a strong cloth belt. The feet were always bare.

The colour of the belt indicated the

Flippin' Kids...



"So that's your little Ted, is it? Well, your little Ted's just thumped the Chief Buffer!"

skill of the wearer. Children wore red and novices white. After passing the appropriate test promotion was through 1st grade blue, 2nd grade blue, 1st grade brown to 2nd grade brown. This takes the average Japanese 2 to 3 years. The jump from 2nd grade brown to the coveted black belt is the most important and difficult step in the career of a Judo man. Whereas the tests for the lesser grades are done in the local Hall, the examination for a black belt had to be taken at one of the Judo headquarters at Tokyo, Kyoto or Osaka. In addition to an oral examination, practical tests in slow time of the various falls, holds and throws and a written paper on the moral aspects, the candidate is matched against a series of black belt experts in three throw combat until he is defeated. If successful in these each candidate was put in a strangle lock until he lost consciousness and then revived. This was said to give him confidence and teach him how long he could withstand the pressure before surrendering.

On the same principle we should perhaps drown every sailor on passing for Leading hand and restore him by artificial respiration just to show him what may be coming to him.

How to Breathe—How to Fall

Surrender was indicated by one or more deliberate, not flustered, taps on any part of the opponent's body within reach; if none, then on the matting. This part of the curriculum I was at pains to learn very, very smartly.

Progress through the various grades was on these lines. A novice did little but learn to fall; fall in any position from varying heights. Through the blue and brown grades the student was taught how to hold himself, how to breathe and the simple holds and throws in slow time and in practice. There were also lectures on self-control, patriotism, and so on. It was not until he had won a black belt that the really interesting part of Judo was revealed to him. He was then taught the so-called secret and dangerous tricks, the break and strangle holds, the "Atemiwaza", that is the kicks, blows, jabs and flicks performed with the ball of the foot, heel, knee, elbow, fingers, flat or side of the hand on various soft spots on the opponent's body. These are designed to incapacitate an enemy, either by causing acute pain, blindness or unconsciousness, for long enough to allow him to be secured in a lock

or hold. The secrecy, efficacy and violence of these devices increased with the grade of black belt until I imagine an 8th grade expert can kill with a glance at a distance.

There are in all eight grades of black belt, the eighth being the highest. In my time there were four 8th grade men; the Emperor and one at each headquarters. At our town hall the senior teacher was a 5th grade and a good one at that. His neck muscles were so developed by constantly resisting strangle holds that he would lie on his back with a thick staff across his throat with the weight of a man at each end and could still breathe and even talk. Although he would remain passive I was never able to force him to surrender by a strangle lock. Like most Judo experts he had a contrasting hobby. He was an acknowledged master on the Japanese lute. Another teacher worked tobacco pouches, ladies' pouchettes and such like in exquisite petit point.

Japanese Fencing

To visualise the scene in a Hall of Military Virtue during a practice session it is necessary to know something of Japanese fencing (Kendo) with which Judo is closely allied.

Kendo is the art of combat with the curved single edged two-handed samurai sword. The combatants are masked and clothed in bamboo armour leaving only the legs and forearms unprotected. The guiding principle in Japanese fencing is that the sword is used like a whip. The lash of the whip is from the point of the sword through the blade and the arms and torso of the wielder down to his navel; from his navel to the soles of his feet is the stock. There is no follow through; each blow is delivered as a flick with a whip; in order to add strength to the flick the fencer clenches his stomach muscles with a loud cry at each blow. Samurai in the old days were liable to test their strength and the edge of their blades on lowly passers-by on the highway and were said to be able to cleave a body diagonally from shoulder to thigh in one blow. I have seen the edge of a sword tested by placing the blade vertically in a slowly running stream and drifting a leaf down upon it, the momentum of the leaf causing it to be cut in two with a barely perceptible interruption of its progress downstream. Another test was to hang a short length of thin green bamboo by a single thread of silk

from a beam; the expert would then cut slices off the bamboo with a series of flicks without breaking the silk.

Revival in Japan

With half a dozen couples practising fencing at the bare end of the hall, the yells, shouts and crowing of victory made pandemonium like a free for all in a menagerie. On the matted end were a dozen or so couples doing Judo in comparative silence disturbed from time to time by the injection of a pair of fencers who, having disarmed each other, brought the bout to a decision in unarmed combat. Watching over all was the inscrutable teacher supported by the invisible Emperor.

With the defeat of Japan in 1945 such military assets as the Halls of Military Virtues and the warlike arts taught therein were discouraged by the occupying powers. The teachers of Kendo and Judo fell on hard times. In 1950 I found my senior teacher earning a very modest living by bone-setting, a skill which most of them possessed, and by giving lessons on the lute.

Now I hear that once again the pendulum has swung. The military arts and virtues are back in favour, the Halls reopened and the fighting spirit resurrected in Japan. This is bad news for someone but I hope not us.

CARTOONISTS PLEASE NOTE

THE ART Editor reports that an increasing number of good ideas are reluctantly rejected, because would-be contributors use unsuitable materials for their drawings. In order to obviate this sad state of affairs, artists are asked to observe the following points in preparing drawings for NAVY NEWS:

1. The drawing should invariably be in Indian ink, which lends itself to the photographic processes involved in reproduction.
2. Titles, sub-titles and other inscriptions should be given on a separate piece of paper, and will then be reproduced in type.
3. Flat "shading" effects, which are usually better used sparingly, can be denoted by a flat wash over the shaded parts of the drawing, painted on with a half-and-half mixture of blue ink and water.
4. Please use plain white paper for your drawings.

All cartoons drawn in this way will be considered on their merits and, subject to the availability of space, some will be printed.

U.C.W.E

THE ACTIVITIES of the U.C.W.E. Football Club have been seriously curtailed during the past month owing to the weather. The only game played was on January 8, versus Melita, resulting in a draw, three all.

On December 22, 1954, the award of the Imperial Service Medal to Mr. Frederick Walter Watkin, Laboratory Mechanic, retired after 34 years good service, was presented in the presence of his colleagues by the Head of the Establishment.

WHAT'S ON - February, 1955

- 1.—Concert Lecture, Central Library, 7 p.m. Mr. John Grayson, L.R.A.M., A.R.C.M., will explain with musical illustrations the items to be played at the next Sunday concert (February 6).
- 2-5.—The Southsea Shakespeare Actors present "Twelfth Night" at St. Peter's Hall, Somers Road. Nightly 7.30; matinee Saturday 3 p.m.
- 5.—Football, Portsmouth v. Tottenham Hotspur. Home.
- 6.—Concert, King's Theatre, Southsea, 3 p.m. Music of Elgar, Delius, Beethoven and Stravinsky.
- 9.—Annual General Meeting of

W.R.N.S. Benevolent Trust, at the Duchess of Kent Barracks, at 1700.

- 12.—Portsmouth Philharmonic Society presents "Hiawatha" at Wesley Central Hall, Fratton, at 7 p.m. Conductor: John A. Davison.
- 16.—British Sound Recording Association meeting at the Central Library, 7.15 p.m. See advertisement columns.
- 19.—Football, Portsmouth v. Preston North End. Home.
- 20.—Recital, King's Theatre. Jennifer Vyvyan, Owen Brannigan, Gerald Moore.
- 24.—H.M.S. Dryad Ship's Company Dance.

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TWO LARGE FURNISHED ROOMS, use of bathroom and kitchen, own cooker, one child welcome; 42s. per week inclusive.—52 St. Chad's Avenue, North End.

SELF-CONTAINED FURNISHED FLAT, bed-sitting-room, kitchen, bath and toilet; 24 gns. per week.—195 Forton Road, Gosport.

QUIET LOCALITY, two furnished rooms, use of kitchen and bathroom, no linen 47s. 6d. per week inclusive.—8 Shirley Avenue, Milton.

FURNISHED BED-SITTING-ROOM, large kitchen, vacant until end of May, own gas meter; 35s. per week inclusive.—62 Duncan Road, Southsea.

FURNISHED FLAT, 3 large rooms, bathroom, own meters; 55s. per week.—31 Heyshott Road, Southsea.

HOMELY ACCOMMODATION for naval personnel.—Apply to E. Gatrall, 6 Westbourne Road, Copnor.

TWO FURNISHED ROOMS, use of kitchen and bathroom, gas fire, own meter, no children.—Apply between 12.30-2, or on Wednesday or Saturday evenings, 128 Stubbington Avenue, North End.

TWO FURNISHED ROOMS to let, homely; 30s. per week including gas and electricity.—Apply to 23 Alexandra Road, Portsmouth.

MALLOWS GUEST HOUSE, 82 Whitwell Road, Southsea. Special terms October 1st to March 31st, 1955. Bed and breakfast and evening dinner with full board on Sundays, only 50s. per week per head for families of naval personnel. Children welcome.

CARAVAN to let, long or short periods, six-berth, separate kitchen, fitted with Calor gas stove and all conveniences, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply D. H. Whittaker, 58 First Avenue, Farnham, Surrey.

TWO FURNISHED ROOMS, use of kitchen and bathroom, no linen, regret no children.—52 Castle Grove, Portsmouth.

TO BE LET FURNISHED, from February self-contained flat at Meon Place, Soberton, Hants; drawing-room, dining-room, double bedroom, bathroom, kitchen, every modern convenience, hot water supplied, fridgidaire, telephone, free vegetables from garden, extra bedroom lent occasionally if required; regret no children; Portsmouth bus stops gate.—Apply Lady Morgan, Meon Place, Soberton, Phone Droxford 77.

WELL FURNISHED modern double bed-sitting-room and kitchen, own toilet, share bathroom.—33 Madeira Road, North End.

FURNISHED FLAT, double bedroom, sitting-room, kitchenette, bathroom, own meters, regret no children; 3 gns. per week.—37 St. Thomas' Street, Hardway, Gosport.

FURNISHED BUNGALOW to let, 2 bedrooms, lounge, bathroom, kitchen, garage and conservatory, Admiralty scheme preferred.—100 Oak Road, Fareham.

TWO COMFORTABLE FURNISHED ROOMS, use of kitchen, young couple without children preferred; 35s. per week, everything supplied except sheets.—6 Pitcroft Road, North End.

FULL BOARD, £3 10s. weekly; bed and breakfast, 6s. nightly, children half price.—1 Tasswell Road, Southsea.

SEMI-DETACHED FURNISHED HOUSE, vacant two years from April; 3 bedrooms, bathroom, lounge, breakfast-room, kitchen.—Apply after 7 p.m., 100 Highfield Avenue, Fareham.

TWO WELL FURNISHED ROOMS, use of kitchen and bathroom, all found except linen, half-hour from Portsmouth, 37a bus.—5 Craigwell Road, off Stokes Road, Purbrook, Phone Waterloo 3035.

DOUBLE AND SINGLE BED-SITTING-ROOMS, gas fires, gas, own meters, use of bathroom, linen, provided.—"Sixways", 80 Britannia Road, Southsea (Bradford Junction).

SELF-CONTAINED FURNISHED FLATLET, own cooker and meter and sink, let to married couple; 2 gns. per week.—29a Festing Grove, Southsea.

TWO FURNISHED ROOMS, every convenience, no linen, no children.—Apply evenings, 34 Fordingbridge Road, East Southsea.

ROOM for respectable sober man, sleeping only; 1 gns. per week.—Call before 6, 60 Lower Forebury Road, Southsea (near Guildhall, over shop premises).

TWO COMFORTABLE FURNISHED ROOMS, use of bathroom and kitchen, suit couple; rent £2 per week inclusive.—61 Jenkins Grove, Copnor, Portsmouth.

TWO COMFORTABLE FURNISHED ROOMS, own gas stove, use of bath.—40 Woodmancote Road, Milton, Portsmouth.

FURNISHED FLAT, Clarendon Road, use of bath, child taken; £2 7s. per week inclusive.—Apply for key to Mrs. Simmonds, 39a St. Simon's Road, Southsea.

COMFORTABLE ACCOMMODATION, bed and breakfast, 32s. per week; room only, 22s.; h. & c. all bedrooms, at select guest house till end of May.—4 Kenilworth Road, Strand, Southsea. Phone 33519.

LARGE FURNISHED DOUBLE BED-SITTING-ROOM, use of kitchen and bath, suit couple.—228 Hayling Avenue, Copnor.

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FURNISHED ROOMS TO LET, use of bath; terms as arranged; not suitable for children.—9 Fordingbridge Road, Eastney.

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FOR SALE—GENERAL

CLOTH SUIT, nearly new, laced 24 stripes (insides), 32; waist, 40; chest, 42; can be seen at 30 South Parade, Southsea; price £14.—Barrett, Books.—Inquiries welcomed for new and second-hand books; all subjects.—Seafords, 7 Pearl Buildings, Portsmouth.

TRADE

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PERSONAL AND SOCIAL

B.S.R.A. LECTURE, meeting Central Library, Guildhall, at 7.15 p.m. on Wednesday, February 16th. "Balance and Control in Recording Studios" by George Elliott. Service personnel specially invited.

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ROCKET DIVISION.—Vacancies, with good prospects, exist in a young and enthusiastic team for technical assistants; applicants must possess at least a Higher National Certificate of Mechanical Engineering; salary commensurate with qualifications; previous experience unnecessary. Apply to the Technical Personnel Manager, Armstrong-Siddeley Motors, Coventry, quoting reference CG/RD3.

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If you are over 19 and under 30 years of age, 5 ft. 8 in. or over, fit, and of good physique, write at once for particulars to the

CHIEF CONSTABLE OF BEDFORDSHIRE.

Police Headquarters,

Goldington Road,

Bedford.

EX E.R.A., or mechanic used to steam and oil pipe fitting as chargehand in new and expanding boiler shop, high rates, substantial monthly bonus, successful applicant will be given free hand to organise and train his own staff.—Apply Works Manager, G.W.B. Furnaces, Dudley, Worcs. Phone Dudley 4284.

THE BRIGHTON EQUITABLE CO-OPERATIVE SOCIETY LTD., have vacancies for capable men desirous of making a career in the Dairy Industry, large modern mechanised plant; 6-day week of 44 hours; commencing wage approximately £8 per week; excellent conditions of employment.—Apply Dairy Manager, 23 Hanover Crescent, Brighton.

OLYMPIA LTD. (Kensington, London, W.14) require head gatekeeper. The post is suitable for a retired N.C.O. not above 45 years of age; must be good but tactful disciplinarian of smart appearance and of integrity; an interesting job at a good salary, but suitable only for someone to live fairly locally.—Apply in writing to Assistant House Manager.

PLANT MAINTENANCE FITTERS required by large Civil and Constructional Engineering Company. Must be tradesman with particular experience of diesel and petrol engines. Knowledge of contractors' plant an advantage. Must be prepared to travel.—Apply giving full details to Personnel Dept., Simon-Carves Ltd., Chadde Heath, Stockport, Cheshire.

S.S.A.F.A.

ALTHOUGH IT was in 1885 that Major (later Colonel Sir James) Gildea first formed what was to become the Soldiers', Sailors' and Airmen's Families' Association, it is surprising how few people realise the full scope of this now very large organisation, which has been in continuous existence since that date. Even as far back as the Boer War the Association spent over one million pounds helping Service families, and this figure has been increased many times over both in the first and second World Wars.

In peace-time what can S.S.A.F.A. do to help? First and foremost, of course, it is a welfare organisation designed to look after every aspect of family welfare.

S.S.A.F.A. tries, when the Serviceman is separated from his family, in some measure, to take his place, for we all know how difficult it is for the wife to deal with the many problems of modern living without the help of her husband.

The Overseas Service of S.S.A.F.A., which was started during the last war, and which has representatives in the main Commands overseas, exists to help in all the many problems that arise through separation.

Throughout the British Isles there are 15,000 voluntary representatives of the Association who can visit families in their own homes and who can give them instant practical help, either in the form of advice, or, in necessitous cases, an immediate grant.

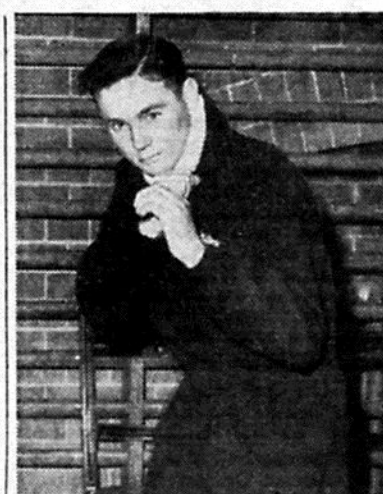
S.S.A.F.A. provides an emergency home for children, when mothers are ill, at Springbok House, near Chelmsford, and a Clothing Branch for supplying clothing to families in real need. It also administers and controls a Nursing Service of fully qualified Nursing Sisters to look after Service families overseas.

Sportsman of the month

ON COMPLETION of his schooling at Charterhouse, 2nd Lieut. Bleasdale spent a short time in Canada before joining the Royal Marines as a National Service Recruit. His first glimpse of Service life was as a recruit at the Infantry Training Centre, Royal Marines, Lympstone, in South Devon, just about a year ago. It was this time last year also, that all R.M. Establishments were intent on forming Open and Novices Boxing Teams to take part in the R.M. Championships during the coming February. Bleasdale, who had been Captain of Boxing at Charterhouse, put his name forward to compete for the I.T.C. and in due course was selected to represent the Unit in the Novices Tournament.

Bleasdale therefore entered the ring for the first time since leaving school in the R.M. Novices Championship held at Portsmouth last February and won the championship of the Middle Weight Class for the I.T.C. It was seen that from his performance he was well above average and it was no surprise when later he won the Plymouth Command Middle Title, but he really made his name when he took the Royal Naval Title at the Inter Command Championships. After winning that title he boxed once more during the season in the I.S.B.A. Championships where he suffered his first and only defeat to date at the hands of Private Harrington of the Army.

Following his service career, Bleasdale was selected for a National Service Commission in The Corps and after completing courses at Eaton Hall he joined R.M. Barracks, Eastney, as a 2nd Lieut. in October. No sooner had he arrived at Eastney, at the commencement of this present Boxing season, than he was required to box for the R.N. Officers v. Cambridge University. With very little prepara-



(Photo: Portsmouth Evening News)

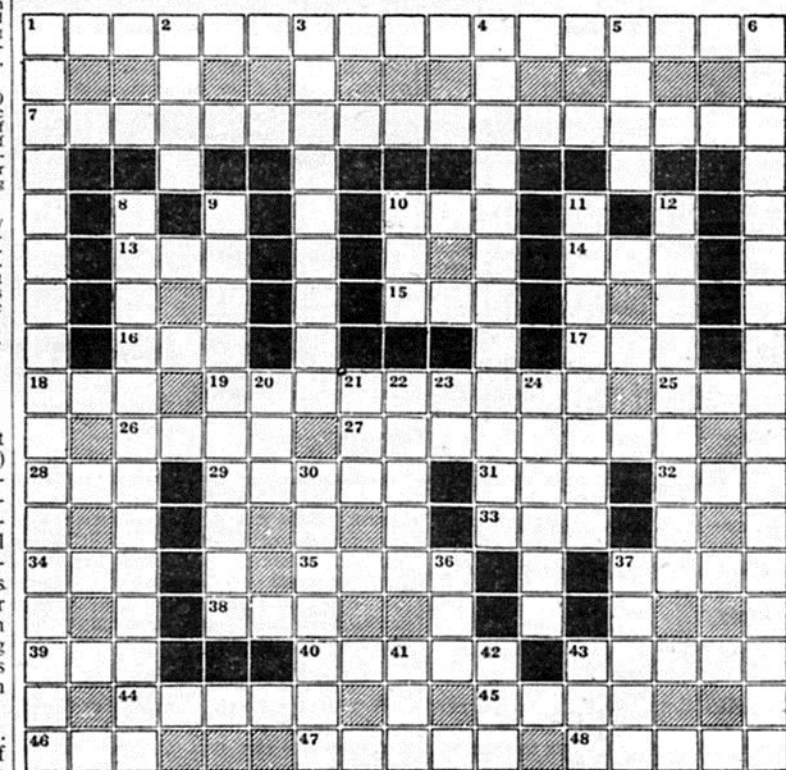
tion, Bleasdale took part in this match and gave a wonderful display against a very aggressive opponent to become a worthy winner. So far this season he has boxed for Portsmouth Command, whenever he could be matched, and he represented the Royal Navy against Southern Counties. He has won all his contests so far.

Now 2nd Lieut. Bleasdale is about to commence a boxing course at the R.N. School of P.T. prior to his taking part in the other R.N. Representative Matches, and later on will be competing in the Command Championships and it is hoped, the Inter-Command and I.S.B.A.

This very popular young boxer has earned the respect of all who have met him, both inside and outside the ring, and he has done a good deal towards the good name of R.N. Boxing and more so, he is adding prestige to the Corps in which he proudly serves.

Navy News Crossword—No. 7

A prize of £1 1s. will be given for the first correct solution opened on February 21



CLUES ACROSS

- 20 at 45 minutes (4, 4, 5).
- Sent with a hundred in (5).
- Outcome (5).
- Return the material with the household mineral in it (7).
- Anger follows it for hope (3).
- Not a high-class artist? Very (3).
- More than the second part of 23 could be this (7).
- "Get in, 99. It's an inside job" (7).
- The official is open-armed after seeing this (3, 4).
- "O! G.I." Does this? (4, 1, 2).
- "To Have and to Hold," showing in all town cinemas (3).
- Age (3).
- Another Saint? (7).
- Ships and sealing-wax, cabbages and kings (5).
- A wicket-keeper who has dropped fifty (5).
- Can be said of the absent car-owner, even if he has no clubs (4, 3, 1, 5).

CLUES DOWN

- River of a German aristocrat (4).
- Pocket panics? (5).
- If the woman is around a hundred, she comes of an old stock (4).

- Score ten in the return tie? (4).
- Though I have got into the vehicle, it leads to nothing (5).
- A player who takes this, isn't going to take this (4).
- But it's not the liquid which is tested here (13).
- It's bracing around a northern county. Write two letters on ahead, and it will all be down in black and white (5, 8).
- Reading the Starting Price? (9).
- Loiter in "durance vile" (3).
- Lone entrances? Well, not quite lone. It gets a longer answer (9).
- May be left, right, or fire (3).
26. Wrecking? No, call off the Coastguard (5).
- River of pure water (3).
- 24, 27. If you had said to Louis XIV "24 is boss here," he would have replied, "Le 22, c'est 27" (3 words, each 3).
- See 22.
- See 18.
- See 22.
- A direction leading to the opposite in confusion (5).
- An aquatic carnivore (5).
- Result of a loud explosion (4).
- To multiply by ten (3, 1).
- A new light in the sky (4).
- He who may well be in a slave gang (4).

The winners of the January issue Crossword are:

F. Cowley, Esq., Flat 3, 63 Honor Oak Road, Forest Hill, London, S.E.23, and

P.O. Wtr. W. Wheeldon, P/MX 801660, Office of the C-in-C., H.M. Dockyard, Portsmouth,

who have each received the sum of one guinea for the first two correct solutions opened on January 21.

SPORTS PAGE

P.T. SCHOOL NEWS

Royal Tournament

THE TOURNAMENT Committee, taking into consideration the recent large strain on drafting and our consistent appearance in the last few years, has given us a well earned stand-off from this year's Royal Tournament. It is nevertheless with reluctance that we do not make an appearance, though the time gained will be well spent with an additional P.T.I.'s course starting on the 28th of February.

The W.R.N.S. Ratings Course—24 strong—starting on the 31st January is one of the largest W.R.N.S. courses (numerically) to attend here... with an Officers' Short Course started on the 17th January the School will be bursting at the seams.

National Savings Drive

The School has offered three items towards the show at the Connaught Drill Hall on the evening of 1st March—"Do's and Don'ts Boxing" (mouths full of beans, etc.), a Parallel Bar Display by the present Qualifiers ("flogged up" in the Dogs, of course!) and a demonstration of Judo on how to deal with would-be attackers armed with knife, cosh and bottle, etc. . . . all very healthy stuff!

Drafts

"Drafty" has been extremely active over the Christmas leave period.

P.O. Collins received a "Pier Head Jump" and is now the S.P.T.I. at Portland Base (a well earned Promotion after his recent success with the Officers' Long Course). P.O. Durrant from Dolphin, who has represented the Navy at Football this season, has joined as a relief.

C.P.O. Harvey has relieved C.P.O. Johnson as Athletics Instructor, while C.P.O. Johnson has gone to Victoria Barracks.

P.O. Jones leaves in March, and is being relieved by P.O. Cannon, provided the latter passes the S.P.T.I. Course now in progress. Again, rumour has it that P.O. Jones goes to Eagle on relief.

Sport

The School is taking up Cross Country in a serious fashion, whenever the weather allows us.

To enable a useful selection to be made, for our team in the R.N.B. Inter-Divisional Race in February, we are staging a P.T. School Cross Country Run, with the whole School. Officers included, taking part. No one, except the very aged and infirm, is being excused this gentle 2½-3 mile "Trot".

P.T. School Evening Activity

Can we remind you that the following activity takes place at the School throughout the week:—

Monday—at 1730 onwards, FENCING, Wrens and Ratings—Beginners welcome.

Tuesday—at 1700, ATHLETICS, Winter Training and JUDO CLUB.

Wednesday—League BASKET-BALL.

Thursday—at 1700, ATHLETICS and JUDO.

FENCING

AT THIS time of the year Fencers in the three Services start "buffing" themselves up with an eye to reaching the Mecca of all Service fencers, the Royal Tournament at Earls Court in June. Three preliminary rounds or Phases however have to be first negotiated.

Phase I is the Unit (Ship or Establishment) competition.

Three competitors from each Phase I competition in each individual weapon (Foil, Sabre, Epee and Bayonet) and one Bayonet Team are eligible to advance to Phase II, which is the Command Competition.

The next phase (Phase III) is the Navy Championships. Two individuals in each weapon and one Bayonet Team from each Command competition are eligible to take part in the Navy Championships. These will take place at R.N. School of P.T. on April 4, 18 and 19.

Also generally, about six individuals in each weapon are exempted from the Command Competitions and enter direct into Phase III. This is done to give the less well known fencers a better chance to compete in the Navy Championships.

Finally, eight fencers in each weapon and one Bayonet team represent the Royal Navy in Phase IV (Inter-Service) in the Royal Tournament.

It will be seen there has been no mention of the Royal Marines. The Royal Tournament is one of the very few sporting occasions when they participate as a separate Service. This is fully justified by results, as more often than not the Marines produce the strongest team.

Another Competition which takes place in the Spring is the Palmer Trophy Bayonet Competition. This is a team (8 and a Leader) competition open to individual Ships and Establishments, and Royal Marines (not more than 2) may be included in teams. The present Palmer Trophy holder is H.M.S. Excellent.

HOME FLEET SPRING CRUISE SPORTS PROGRAMME

THE HOME Fleet Squadrons sailed from their Home ports on January 17 and the Fleet assembled at Portland on January 22. Owing to the various movements of individual ships and squadrons during the Spring Cruise it has been necessary to start the early rounds of the fleet competitions without delay.

A modified version of the traditional King's Cup Soccer competition and, also, a parallel Hockey Challenge Cup competition are at present under way—the rules for both competitions having been amended to allow for the effect of the G.S.C. scheme. The first round draw of these two fleet competitions is as follows:—

King's Cup (Soccer): 3rd D.S. v. Tyne/Apollo; Bermuda/Reward v. Daring Class; 6th F.S. v. 6th D.S.; Theseus v. Ocean.

Hockey Challenge Cup: Ocean v. Theseus; 6th D.S. v. Bermuda/Reward; Daring Class v. 3rd D.S.; Tyne/Apollo v. 6th F.S.

Whilst at Portland the R.M. Assault-at-Arms is being staged and, subject to ship's movement, it is intended to hold a fleet rugby trial. At the same time, units are concentrating on their Fencing (Phase I—Royal Tournament) and Boxing training, in preparation for these tournaments shortly after the arrival of the Home Fleet at Gibraltar.

Various Inter Fleet and Inter Unit sports fixtures are at present being arranged during the period March 15–22, when the Home and Mediterranean Fleets join in battle on the sports grounds at Malta, during the Combined Fleets meeting.

It will be seen that a very full sports programme has been arranged for this Cruise and, in fact, it is so tight that, unless the weather conditions permit the necessary grounds being available for play, certain Units which are not in company throughout may well have to be withdrawn from the field competitions, in order that these may be completed before the Fleet disperses and ships return to their Home ports in April next.

BASKET-BALL

AT THE Annual General Meeting of the R.N. Basketball Association it was decided that the R.N. championships should be decided on an inter-Ship and Establishment basis, the winning team from each Command meeting in a knock-out Competition.

The venue and draw resulted as follows:—

Semi-Finals—March 1—

(a) Chatham v. Devonport at Chatham.

(b) Portsmouth v. Air at Portsmouth.

Final—March 2—

Winner of (a) v. Winner of (b) at Chatham.

HOCKEY

Portsmouth Command Lower Deck Hockey

Results to date:—

Goals.	Played.	Won.	Lost.	Drawn.	For.	Agst.
8	3	4	1	17	15	

FOOTBALL

Royal Navy v. Football Association XI

THE FOLLOWING teams have been selected for the above match at Fratton Park, Portsmouth, on Wednesday, February 2. Kick-off 2.30 p.m.

ROYAL NAVY.—P.O. J. Durrant (R.N.P.T. School); Sig. R. Campbell (H.M.S. Boxer); L.Air H. Lewis (R.N.A.S. Brawdy); Mne. B. Goodlad (Royal Marines, Deal); P.O. Coates (Victoria Barracks); A.A.2 D. Cutbush, captain (H.M.S. Siskin); A.A.3 H. Goodwin (H.M.S. Siskin); N.A. P. Hasty (R.N.A.S. Ford); P.O. J. Harburn (H.M.S. Redpole); A.B. S. Stevens (H.M.S. Excellent); A.B. R. Hutchinson (H.M.S. Hornet).

F.A. AMATEUR XI.—M. J. Pinner (Cambridge University); W. Fisher (Hendon); L. Hunt (Marine, Liverpool); L. Topp (Hendon); D. Adams (Hendon); G. R. Lucas (Walthamstow Avenue); J. Nottage (St. Albans City); R. Heckman (Bromley); D. F. Studley (Bromley); D. Lewin (Oldham Athletic); L. Joseph (Leytonstone).

The Government and Physical Fitness

"IT IS the declared policy of Her Majesty's Government to encourage the development of sport and physical fitness. I do not think however that the appointment of an additional Minister, presumably with a Department, is either necessary or desirable." (Sir Winston Churchill in reply to a question in the House of Commons, October 22, 1954).

Sport and National Prestige

A recent editorial in the Football Association's Bulletin, having called attention to the fact that in some countries success or failure in an international match is closely associated with national prestige, goes on to imply that this is an attitude we must accept and embrace however little we like it. Similar reflections are common in the sporting columns of the press and even, to judge from questions on the Order Paper, in Parliament.

How far is this to go? It is one thing to take our games more seriously, to improve our sports facilities, to study and learn from the techniques and practices of other countries. It is quite another even to begin to admit that our national prestige is in fact at stake according to our performance in this or that sport.

What would such a view lead to? It would lead first to the abandonment of some of our traditional and most cherished ideals in sport. We should have to preach that what mattered was the result and not the match. We should be urged to withdraw from any international competition in which prospects of victory were not good. There might even be widespread agitation for the national adoption of a single code of football so that our whole resources could be concentrated for success. True amateurism would finally disappear. And, sure enough, before long the Government of the

day would be unable to resist the pressure to take some action or other to ensure victory for British teams at international contests. The Minister of Education and the Secretary of the Football Association might go in danger of their lives if an English goalkeeper failed to save a penalty!

Our Traditional Attitude

Surely our traditional attitude is a better one. Success at games means nothing more than success at games. If West Bromwich beat Preston in the Cup Final, it means (probably) that they had the better football team, not that West Bromwich was a better place to live in, was the better governed town, or had the happier, fitter and harder-working citizens. If Derbyshire had won the county cricket championship no one would have expected large numbers of the retired population of Surrey to flock to live there on account of Derbyshire's enhanced prestige. If other nations are silly enough to talk or think of sport in terms of national prestige and sack Cabinet Ministers because of a wrong team selection, must we imitate their silliness?

A recent correspondent complained of the lack of humour in Physical Recreation. He is quite right. But where is the fun in most international sport just now? Much of it is more like war. If Great Britain can maintain its sense of fun, which is pretty much the same as its sense of proportion, we may help the pendulum of international sport to swing back again towards joy and sanity. But without Britain's influence the outlook might indeed be a gloomy one.

This does not mean, and must not be taken to mean, that we do not care whether or not we win international matches. We do care. But not above all else.

ROYAL TOURNAMENT—1955

(For the benefit of Naval, Marine, Army and Air Force Charities) at Earls Court (Exhibition Building), Earls Court, London, June 1-18.

Programme of Events	Normal Price.	Concession Price.
Band of the Royal Army Service Corps.	5/-	3/6
	6/-	4/-
	7/6	5/6
1. Royal Naval Field Gun Competition by Crews of the Royal Navy from Portsmouth, Chatham, Devonport and Lee-on-Solent.	10/6	7/6
	12/6	10/-
	15/-	12/-
2. Cliff Assault by Royal Marines.		
3. Musical Ride by Household Cavalry.		
4. Musical Drive by The King's Troop, Royal Horse Artillery.		
5. Pageant of Infantry.		
6. Gymnastic Display by Army Physical Training Corps.		
7. Technical Display by the Royal Air Force.		
8. Maze Marching and Physical Training Display by the Royal Air Force.		
9. Massed Bands of the Royal Air Force.		
10. Display by the Combined Women's Services.		
11. Pipes and Drums of the Pakistan Police and of the Arab Legion.		
12. Jumping Competitions or Sword, Lance and Revolver Competition		
will take place at all performances, both afternoon and evening.		
Cadet Bands will play in the Arena each evening from 6.55 to 7.20 p.m.		

No further reduction is made for children and any child occupying a seat must be paid for as an adult.

Applications for seats at concession prices and payment for these should be kept entirely separate from applications and payments for seats at full price. Money should not be sent until the booking has been confirmed. When applying for seats quote Ref. No. 48/1955 and state the concession price required.

Applications should be addressed to: The Secretary, Royal Tournament, 66 Victoria Street, London, S.W.1.

Once a firm booking of 30 or more seats has been made, any additional seats required, if the number involved is less than 10, must be purchased at the full price.

Should any tickets be returned, a cash refund will not be made unless the tickets are re-sold.

The closing date for concession bookings is May 21, 1955.

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